REGISTERED No. 1—1877.

The Bombay Gazette.

No. 8,936.—New Series. BOMBAY :—SATURDAY, SEPTEMBER 29, 1877.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follow :—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

To Subscribers Up-country.

In Advance.		*In Arrear.*	
Per Annum	Rs. 52	Per Annum	Rs. 65
Half-yearly	29	Half-yearly	36
Quarterly	16	Quarterly	20
Monthly	6	Monthly	7

These Up-country Rates include Postage Rates.

Single Copy..... As. 4.

Price for back numbers varies according to time between As. 6 and Rs. 2.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do.	2 8
Third do.	2 0
Fourth and succeeding insertions	0 12 As.

A line but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion ..... 8 As. per Line.
Second do. ..... 4½ „ „
Third and succeeding ..... 2½ „ „
In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found, &c.

The scale for Advertisements belonging to any of these classes as follows :—

Not exceeding three lines ..... Rs. 1-0
Each succeeding line..... „ 0-8 As.

Advertisements exceeding five lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

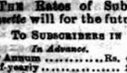
All Advertisements are charged according to the space occupied in Nonpareil, or smallest type, 12 lines of which go to the inch.

DOMESTIC OCCURRENCES : EACH—TWO RUPEES.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM TO LONDON CALLING AT ADEN, HODEIDA, JEDDAH, ALGIERS, & LISBON.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited) will despatch the s. s. PATNA, 1,789 Tons, 200 H. P., Commander J. E. Withers, as above, on SATURDAY, the 20th October 1877.

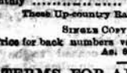
The Patna is fitted in the usual style of the Company's vessels, and has excellent accommodation for 24 First-class Passengers and 16 Second-class.

She will also carry Passengers and cargo for Zanzibar, Mayotte, Comoro, Nossi-Beh, Mojunga, Mozambique, Port Natal and Cape Town for transfer to the Company's Zanzibar Line steamer leaving Aden on the 3rd November 1877.

For Freight or Passage apply to

W. NICOL & Co., Agents.

WEEKLY STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under contract with Government, will despatch the S. S. RAJPOOTANA, 2,030 Tons, 221 H. P., Commander J. T. Lewis, R.N.R., on SATURDAY, the 29th September, 1877, at 4 P.M., calling at Rutnagherry, Vingorla, Goa Carwar, Mangalore, Cananore, Tellicherry, Calicut, Beypore, Cochin, Alleppey, Tuticorin, Colombo, Negapatam, Pondicherry, Madras, Masulipatam, Coconada, Vizagapatam, Bimlipatam, Gopalpore, False Point and at any other place where inducement offers.

Cargo for Singapore and China can be booked fortnightly by the steamers on this line hence or from intermediate ports for transhipment at Galle to the Steamers of the Compagnie des Messageries Maritimes de la France which run regularly.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

WEEKLY STEAM COMMUNICATION WITH THE PERSIAN GULF, via KURRACHEE.

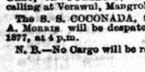
Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company or other Steamers.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch the S. S. COCONADA, 863 Tons, 120 H. P., Commander A. Morris, on THURSDAY, the 4th October 1877, at 4 P.M., to the PERSIAN GULF, touching at KURRACHEE, MUSCAT, BUNDERABBAS, LINGA, BUSHIRE, FAO, BUSREH, and occasionally at BAHREIN and MOHOMERAH.

N.B—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

BI-WEEKLY STEAM COMMUNICATION WITH KURRACHEE.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will, during the fair season, despatch a Steamer to Kurrachee every THURSDAY at 4 P.M., and an Extra Steamer on every TUESDAY at 10 A.M.

The S. S. VINGORLA, 577 Tons, 130 H. P., Commander A. Gray, on TUESDAY, the 2nd October 1877, at 10 A.M., calling at Verawul, Mangrole, Poee Bunder and Cutch Mandvie.

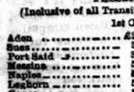
The S. S. COCONADA, 863 Tons, 120 H. P., Commander A. Morris will be despatched on THURSDAY, the 4th Oct. 1877, at 4 P.M.

N. B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH ITALY

VIA SUEZ CANAL.



ITALIAN STEAM NAVIGATION COMPANY of Messrs. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA and BOMBAY on the 24th, and on the 1st *of each month.*

For extra steamers see list given below.

PASSENGERS' RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
Aden	£22	£15	£4	Without food.
Suez	36	22	8	
Port Said	38	24	14	
Messina	50	34	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles	52	35	14-10	

Including Wines

Children under 2 years—free of charge. Children not above 10 years—half fare.

NEXT STEAMERS FROM BOMBAY :—

PERSIA, to sail on MONDAY, 1st October, 1877.
ARABIA, to sail on THURSDAY, 1st November 1877.
AUSTRALIA, to sail on SATURDAY, 1st December 1877.

All Steamers of this Company have large First and Second Class accommodation ; and always carry a Doctor and a Stewardess on board.

The steamers of this Company, as a rule, start precisely at 10 A. M. Any unavoidable detention will, however, be advertised at least one day previously.

For hand-books of information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 2, Hummum Street.

Bombay, 7th May 1877.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

REGULAR LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, via SUEZ CANAL.

THE First Class Steamer ACHILL, 1,313 Tons, 400 H.P., will be despatched from BOMBAY to TRIESTE on the 10th November.

Rates of Passage-money (exclusive of Wines and Spirits which can be had on board at moderate prices) as under :—

	1st Class.	2nd Class.	Deck with food
To Trieste	Rs. 450	Rs. 250	Rs. 130 0
To Port Said	„ 320	„ 255	„ 131 0
To Suez	„ 300	„ 270	„ 132 8
To Aden	„ 170	„ 130	„ 66 0

No cargo will be received on board after sunset on the day previous to sailing.

The Company will despatch steamers from Bombay to Trieste on the following dates :—

A Steamer on the 30th November 1877.
Do. do. 21st December do.

For further particulars, and for Freight and Passage, apply to the Agency of the Austro-Hungarian Lloyd's Steam Navigation Company.

J. L. STIPPERGER, Acting Agent.

Ballard Bombay Green, 26th September 1877.

COPPER-PLATE PRINTING, ENGRAVING, &c.

VISITING CARDS, Invitation Cards, Wedding Cards and Envelopes, Cheques, Bills of Lading, Office and Bank Seals, Seals for Stamping Envelopes, &c., engraved to order at moderate prices.

Specimens may be seen at the "Bombay Gazette" Office.

For Sale at this Office.

BEST RED RULING INK.

MACHINE BLANKETS, COARSE AND FINE, 48 inch wide.

IRON STANDING PRESS.

In good order, very strong, with extra power, size of platen 29 by 21.

LITHOGRAPHIC STONES. BLACK AND GREEN PRINTING INK. ALSO SECOND-HAND STEAMER BLOCKS AND SHIP BLOCKS.

• SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other first-class Vessels will be despatched for EUROPE :—

Vessels.	Tons.	H.P.	Captains.	
TRAVANCORE	1900	350	W. Barratt	1st Oct.
(e) KHEDIVE	2742	500	J. D. Steward	8th do.
CHINA	3016	400	T. Alderton	15th do.
(e) BOKHARA	2932	450	W. A. Anderson	22nd do.

Passengers are booked to ADEN, SUEZ, BRINDISI, ANCONA, VENICE, MARSEILLES, MALTA, GIBRALTAR and SOUTHAMPTON by every Mail. The Steamers marked (e) proceed direct to Southampton ; but by the others Passengers change vessels at Suez, and those for Brindisi, Ancona, Venice, and Marseilles are conveyed by Rail from Suez to Alexandria.

A small Steamer leaves the New Dock Head at Mazagon, at 3 P.M. precisely on the day of sailing.

F. D. PARKER, Acting Superintendent.

Bombay 1st September 1877.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

THE following Steamers will be despatched for the above ports, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta :—

Vessels.	Tons.	H.P.	Captains.	
ZAMBESI	2431	370	A. Symons	2nd Oct. at 3 p. m.
GWALIOR	2725	450	J. E. Balcot	16th Oct. do.
THIBET	2693	400	J. H. Torbock	30th Oct. do.
TEHERAN	2589	400	A. H. Johnson	13th Nov. do.

F. D. PARKER,
Bombay, 18th September 1877. Acting Superintendent.

STEAM TO KING GEORGE'S SOUND, ADELAIDE, MELBOURNE, AND SYDNEY.

THE following Steamers will be despatched for the above ports (calling at Galle) :—

Vessels.	Tons.	H.P.	Captain.	
TANJORE	2263	450	W. W. Fentiman	13th Oct. at 3 p.m.
SIAM	3000	500	N. W. Haselwood	10th Nov. do.

F. D. PARKER, Acting Superintendent.

Bombay, 18th September 1877.

NOTICE.—ANCHOR LINE, INDIAN SERVICE.—CONSIGNEES of CARGO, per S. S. TRINACRIA, are hereby informed of the Steamer's ARRIVAL from GLASGOW and LIVERPOOL, and are requested to present their BILLS of LADING, and to TAKE DELIVERY of their respective GOODS without delay.

W. & A. GRAHAM & Co., Agents.

SALES BY AUCTION.

MENESSE AND COMPANY.

NOTICE.

AUCTION SALE of Chronometer, Life Boats, &c., saved from the wreck of the s. s. "Cheops."

THIS DAY, SATURDAY, the 29th instant, Messrs. MENESSE and Co. will sell by Public Auction, on account of whom it may concern, the following articles saved from the wreck of the s. s. "Cheops" :—

At their rooms at 1 P. M.

1 Chronometer.
1 brass bell and rowlocks.

At the Town Custom Bunder at 2 P. M.

2 life boats, oars rowlocks, rope, hooks, rudder, buckets, and a number of empty gunny bags.

AUCTION SALE OF BUILDINGS, MACHINERY, PLANTS, ETC., OF FLOUR MILL AT CARNAC BUNDER.

On WEDNESDAY, the 3rd proximo, at 3 p. m., Messrs. MENESSE and Co. will sell by Public Auction on the premises by order of the Trustees of Devjeebhoy Rowjee and Mohmed Dossa, trading under the name of Dewjeebhoy Rowjee and Dewjeebhoy Mahomed ard Co., the following Flour Mill :—

All those two pieces or parcels of lease hold lands or grounds belonging to the Trustees of the Port of Bombay, situate on the Elphinstone Land Estate in the subdistrict of Mandvee, one containing in measurement about 592 8/9 square yards and the other about 180 5/9 square yards, and assessed by the Collector of land revenue under No. 2,182 together with all the building machinery, plants and spare boiler, &c., of the Flower Mill standing thereon. The above mill will be sold subject to the same terms with the Port Trustees, as those upon which it is built on the ground.

A deposit of 25 per cent will be required on the lots being knocked down.

For further particulars apply to the undersigned.

AUCTION SALE OF VALUABLE LANDED PROPERTY AT MAZAGON, CLOSE TO THE BRIDGE.

On SATURDAY, the 6th October, at 4 P.M., Messrs. MENESSE & Co. will sell by Public Auction, on the premises, the following valuable landed property :—

All those pieces or parcels of Pension Tax and Government grounds, the former containing about 15,374 square yards, and the latter about 10,846 square yards, together about 26,214 square yards ; with a bungalow, outhouses and stables standing thereon, situate at Mazagon, near the Bridge and registered under the Collector's No. 63 and 455 respectively, and new survey No. 3624, and bounded on the east by the Mazagon road, on the west by the property of G. I. P. Railway, on the north by the property of Messrs. Hoosjee Curseejee Daly, Pestonjee Hormusji Camsjee, Kessowjee Nayak and Dorabjee Hormusjee Chunewalla, and on the south by the G. I. P. Railway.

The bungalow standing on the above property is at present rented by the Strangers Friend Society for Rs. 200 a month, and the ground is attached to it yield yearly Rs. 900.

For particulars and plan apply to the undersigned.

MENESSE & Co.

Bombay, 29th September 1877.

DINSHAW HORMUSJEE & COMPANY. No. 26, MEADOW STREET.

AUCTION SALE OF BLACKWOOD CARVED FURNITURE, SOAPS, PERFUMERY, &c.

THIS DAY, SATURDAY, the 29th instant, at 1 p.m., Messrs. DINSHAW HORMUSJEE & Co. will sell by Public Auction at their Room in Meadow Street, No. 26, the property of a Gentleman, the same consisting of blackwood carved round table, carving chairs, one with damask linings, chiffonier, pier card and work tables, chests of drawers, side boards, teakwood dining table, double carved settee-bed, cradle, wall lamps, plated 5 lights, hanging argaud lamp, pictures, looking glasses, treasury chests.

Also a few cases scented soaps, tablets and perfumery, toilet, glycerine, honey, almond, sunflower windsor, &c.

DINSHAW HORMUSJEE & Co.

Bombay, 29th September 1877.

JEHANGHIER HORMUSJEE & COMPANY, No. 12, APOLLO STREET, FORT.

THIS DAY, SATURDAY, the 29th instant, at 1 p.m., Messrs. JEHANGEER HORMUSJEE and Company will sell by Public Auction at their room.

An invoice consisting of varieties of best ornamental and nicely gilted table lamps with fancy globes and chimnies, spare globes, cotton wicks, chimnies, colored chimnies, &c.

An invoice consisting of E. plated cruet frames with 4, 5 and 6 bottles, &c.

JEHANGEER HORMUSJEE & Co.

Bombay, 29th September 1877.

NEW ADVERTISEMENTS.

BEST MOCHA COFFEE,

Roasted and Ground by a first-rate London roaster in hermetically sealed tins of 1 lb. each. Cash Re. 1-6.

TREACHER & Co. (Limited.)

DANISH BUTTER,
CHOICEST QUALITY.
Per 1 lb. tin, Cash Re. 1-6.

TREACHER & COMPANY, Ld.

LETTER BARS.

Graduated for England and Inland Postage, the most convenient instrument for determining amount of Postal Rates for Letters ever introduced. Cash Rs. 4.

TREACHER & COMPANY, Ld.,
BOMBAY, BYCULLA, AND POONA.

MELLIN'S EXTRACT, FOR PREPARING LIEBIG'S FOOD, in small and large bottles, at Re. 1 and Re. 1-12 each for Cash.

Fresh Consignments at short intervals are imported direct from the Manufacturer by

TREACHER & COMPANY (Ld.,)
BOMBAY, BYCULLA, AND POONA.

A RELIABLE FILTER

IS an essential requisite for all TRAVELLERS and RESIDENTS in INDIA, where PURE WATER is so absolutely necessary to health. A large assortment of the most approved descriptions are on sale by the Undersigned, who will furnish details upon application.

TREACHER & Co., LIMITED.,
BOMBAY, BYCULLA, AND POONA.

DR. ARCHER FARR'S

LIME-JUICE AND PEPSINE,

AN ARTIFICIAL GASTRIC JUICE AND TONIC CONTAINING

BOTH THE ACID SOLVENT AND DIGESTIVE PRINCIPLES OF THE NATURAL SECRETION OF THE STOMACH, FOR THE CURE AND PREVENTION OF INDIGESTION, DYSPEPSIA, HEARTBURN, SPASMS, SCURVY AND GOUT.

Cash	12 ans.	Rs. 1-12	Rs. 3-0	Rs. 7-8 per bottle
Credit	14 „	2-0	3-8	8-8

SOLE AGENTS,
TREACHER & Co., Limited,
BOMBAY, BYCULLA, AND POONA.

NEW ADVERTISEMENTS.

STEAM TO ADEN, SUEZ, AND THE WESTERN PORTS OF ITALY.

(VIA SUEZ CANAL.)

NOTICE.—The Italian Mail Steamer PERSIA, Captain F. Dodero, will sail as above on MONDAY, the 1st October, at 10 a. m.

Passengers are requested to be on board at 9 a. m.

C. GRONDONA,
Agent, Rubattino S. N. Company.

NOTICE.

BOMBAY MUNICIPAL CORPORATION.

THE ADJOURNED SPECIAL GENERAL MEETING of the MUNICIPAL CORPORATION of BOMBAY will be held here TO-DAY, at 3 p. m.

H. WYNFORD BARROW,
Clerk. Municipal Corporation, and Secretary, Town Council.
Municipal Offices, Bombay, September 29, 1877.

IMPORTANT TO ALLEGED FUTURE CONTRIBUTORIES LONDON AND M. BANK.

THE GENTLEMEN who have received notices of being put on the B. List as past members are REQUESTED to ATTEND a MEETING to be held on SUNDAY, the 30th instant, at 3 p. m., at the Prabhu Seminary buildings, on the verge of Pamuswady, near Dady Seth's Fire Temple, to consider what steps should be taken in the matter.

BALKRISHNA V. N. KIRTIKAR.
1, Meadow Street, Fort, September 27, 1877.

THE VOLKART'S UNITED PRESS COMPANY, LIMITED.

NOTICE.

IN accordance with a Resolution passed at the General Meeting of Shareholders held on the 28th September, a DIVIDEND at the rate of Rs. 40 per Share WILL BE PAYABLE to the REGISTERED SHAREHOLDERS at the Office of the Undersigned on and after the 30th September 1877, on PRODUCTION of SHARE CERTIFICATES.

By Order of the Board of Directors,
VOLKART BROTHERS,
Secretaries and Treasurers.

Bombay, September 28, 1877.

COPY OF GAZETTE NOTICE.

THE BANKRUPTCY ACT, 1869.

IN THE COUNTY COURT OF LANCASHIRE HOLDEN AT LIVERPOOL.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by HERMANN CLASON, of Bercy's Buildings, George Street, Liverpool, in the County of Lancaster, Merchant, trading there and also at Bombay, in the East Indies, and at Stuttgart, in the Empire of Germany, without a partner, under the firm of H. CLASON & Co. ; also formerly carrying on business at the City of Manchester, and at New Orleans, Savannah, Mobile, and Galveston, in the United States of North America, under the firm of CLASON & Co.

JOHN SUTHERLAND HARMOOD BANNER, of 24, North John Street, Liverpool aforesaid, Accountant, has been appointed TRUSTEE of the property of the Debtor under this Liquidation by Arrangement. All persons having in their possession any of the EFFECTS of the Debtor must deliver them to the Trustee, and all DEBTS due to the Debtor must be PAID to the Trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the Trustee. Dated this Thirty-first day of August, 1877.

WILLIAM COOPER,
Registrar.

THE UNDERSIGNED has been appointed ATTORNEY in BOMBAY for the Trustee.

G. SIGG.

SHERIFF'S PROCLAMATION.

HIGH COURT.

Suit No. 684 of 1876.

AMIRCHUND LALJEE, of Bombay, Hindoo Merchant, residing at Hoywadi Street, and carrying on business under the name and style of Dharmsi Veerjee ..... Plaintiff.

DEVIDASS PURSHOTUMDASS, of Bombay, Hindoo inhabitant, RAMDASS MANOCKLAL, also Hindoo inhabitant, of Bombay, and BHOYDASS GOVERDENDASS, also Hindoo inhabitant of Bombay, all residing at Bhoywadia Street aforesaid, and carrying on business together under the name of Purshotumdass Govindass ..... Defendants.

WHEREAS by a Decree made in the above suit on the Thirteenth day of March 1877, it was ordered that the Defendants should pay to the Plaintiff the sum of Rupees Two Thousand Three Hundred and Eighty and annas twelve for debt and interest and the costs of this suit when taxed and further simple interest at the rate of six per cent per annum upon the amount of the said Decree from the date of the said Decree until payment, and that if was lastly ordered that the Decree should be executed against the property and person of the first Defendant only and against the shares of the first, second, and third Defendants in the estate of Purshotumdass Pranjeevandass. And whereas by a prohibitory Order dated the 20th day of April 1877, and issued in pursuance of the Order of the Honourable SIR CHARLES SARGENT, Knight, dated the 14th day of April 1877, the following lands and premises were attached amongst others, namely :—All that piece or parcel of land or ground situate at 3rd Bhoywada street, without the Fort of Bombay, with the messuages, tenements, or dwelling houses standing thereon, and assessed in the books of the Collector of Assessment under Nos. 59, 6, and 62, and bounded as follows :—that is to say, on or towards the east by Go dalwadi, belonging to Goo Shai, on or towards the west by the properties of Vullubdass Jugjeewandass and the oast of Soorattie, on or towards the south by the 3rd Bhoywada street, and on or towards the north by the estate of Khutree Candass Narrondas, and situate in the Bhooleshwar sub-district, towards the satisfaction of the said decree.

NOW IT IS HEREBY PROCLAIMED AND NOTIFIED, that on WEDNESDAY, the 21st day of November 1877, at 4 o'clock in the afternoon (under and by virtue of a Warrant for sale of IMMOVEABLE PROPERTY issued on the 29th day of August 1877, in the above suit) will be put up FOR SALE by PUBLIC AUCTION, on the premises, the abovementioned immoveable property or so much thereof as shall be necessary for the satisfaction of the said decree.

The sale will extend to the right, title, and interest only of the Defendants abovenamed in the above specified property, 25 per cent. deposit money to be paid at the time of sale.

For further information apply at the Office of the Sheriff of Bombay.

CURSETJEE FURDOONJEE,
Sheriff of Bombay.

Bombay, Sheriff's Office, September 28, 1877.

Messrs. HEARN, CLEVELAND, & LITTLE,
Attorneys for Plaintiff.

SUPARI TOOTH PASTE.

The large and increasing demand which has arisen for this efficient and agreeable preparation is the best criterion of its worth as a Preserver and Cleanser of the Teeth and Gums Cash.

Per Pot .....Re. 1-4-0

PREPARED ONLY BY
TREACHER & CO., LIMITED,
BOMBAY, BYCULLA, AND POONA.

DEVONSHIRE CIDER, BOTTLED BY FOSTER.

THE SEASON'S DISTILLATION of this deliciously refreshing Beverage has arrived, and fully maintains the high reputation of the Bottlers.

Quarts per doz. Cash Rs. 9-0.
Pints „ „ „ 6-0.

SOLE AGENTS,
TREACHER & COMPANY (Ld.),
BOMBAY, BYCULLA, AND POONA.

SPECIAL SHORT ADVERTISEMENTS.

The scale for these Advertisements is as follows :—Not exceeding 3 lines, Re. 1 ; each succeeding line 8 As. No trade advertisements are admitted under this scale.

MATHERAN—CAPRERA TO BE LET. Apply to W. B. FELLOWS, Municipal Office.

CHAMPION ATHLETIC SPORTS Lotteries.—Settling day TO-DAY, 3 p. m., in the Pavilion.

N. K. OLIVER, } Honorary Secretaries.
C. YOUNG, }

SMALL BUNGALOW wanted to purchase. Mail Phaeton convertible into Waggonette, for sale. Apply by letter to "J.," care of Librarian, D. F. Library, Khetwady.

FREE and EASY at the WINDSOR CASTLE HOTEL at BYCULLA TO-NIGHT at NINE. STRING BAND in attendance.

SPECIAL SALE of Choicest HIMALAYAN TEAS, guaranteed Plantation packed, at Crawford's Auction Rooms, TO-DAY, at 3 p.m., in lots of 2, 4, and 6 lbs.

TO BE LET, on MALABAR HILL, a large and excellently furnished Bungalow, close to the sea. Tenant can arrange to have use of good carriage and pair. Address "S.," *Bombay Gazette.*

ICE CREAMS (THIS DAY) at PEARSE'S, Apollo Street. Currant, Raspberry and Vanilla, Fruit Drinks, Mutton Patties, Ham Sandwiches, Biscuits and Cheese, &c.

NOTICES.

FOR SALE,

INDIA TO ENGLAND by THE LEVANT AND THE DANUBE. Re-printed from the *Bombay Gazette*
PRICE—ONE RUPEE.
May be had at the *Bombay Gazette* Office and from Messrs. Thacker & Co.

For Sale at this Office,

A BOOK-BINDERS' SAW-BENCH. This Machine is for sawing the backs of Books and is so arranged for foot or steam power. Price Rs. 175, including seven Circular Saws and various-sized Washers for changing every quarter of an inch.

THE SECOND EDITION OF THE POLITICAL ECONOMY OF INDIAN FAMINES. By ALFRED H. BROWN.
PRICE ONE RUPEE.
May be had at the *Bombay Gazette* Office;

APPROACHING CLOSE OF THE SOUTH-WEST MONSOON.

ANTICIPATING the REQUIREMENTS of MOFUSSIL CONSTITUENTS who, through the difficulty of communication with Bombay during the Monsoon, have been unable to obtain their usual PERIODICAL SUPPLIES, the Company are landing by each Mail large supplies of—

BACON, BUTTER, CHEESE, AND HAM.
FISH, SOUPS, AND MEAT EXTRACTS.
FRESH MEATS, GAME, AND POULTRY.
PATES, POTTED MEATS AND YORKSHIRE PIES.
SAUSAGES, TONGUES, AND PIG'S CHEEKS.
PRESERVED VEGETABLES, ENGLISH AND FOREIGN.
CRYSTALLIZED, PRESERVED, DRIED AND TART FRUITS.
BON BONS, FANCY CHOCOLATES, AND FANCY BISCUITS,
JAMS, MARMALADES, FRUIT AND BOTTLED JELLIES.
PICKLES, SAUCES, AND INDIAN CONDIMENTS.
MUSTARDS, SALT, VINEGARS, OLIVES, AND SALAD OILS.
CHOICE INDIAN AND CHINA TEAS.
COFFEES, COCOAS, AND CHOCOLATES.
ARROWROOTS, MACCARONI, TAPIOCA, &c., &c.
CORN FLOURS, ISINGLASS AND GELATINE.
INFANTS', INVALIDS', AND DIETETIC FOODS.
CONDENSED ANGLO-SWISS MILK.
CRYSTALLIZED LOAF SUGARS.
PEELS, SPICES, ESSENCES, AND HERBS.
CANDLES, SOAPS, AND ALL HOUSEHOLD REQUISITES.

These are imported from the most renowned EUROPEAN HOUSES and are of the same high class, which enables the management to assert their superiority to those usually offered in the Bombay Market (frequently the refuse of Bazaar auctions) and to confidently GUARANTEE their quality and freshness.

DETAILED PRICED LISTS FREE UPON APPLICATION.

TREACHER & COMPANY, LIMITED,
WINE MERCHANTS, ITALIAN WAREHOUSEMEN AND GENERAL PURVEYORS,
BOMBAY, BYCULLA, AND POONA.

GENTLEMEN'S CLOTHING.

ASQUITH & CO.'S TAILORING DEPT. is replete with TEXTURES suitable for all parts of INDIA, the materials are of the latest design, and the fit and finish of each garment is guaranteed.

CASH PRICE LIST.

DAY, OR OFFICE SUITS.

	Rs.	a.
Our Special Twist Tweeds in Thirty Shades of Color	25	0
India Tweed, a material made from the best wool	30	0
Our Celebrated Blue, Yarn-Dyed Serge, thoroughly Shrunk	27	0
Extra Fine do.	30	0
Best Fancy Angolas	35	0
Fine Scotch Cheviots, in every Shade of Color from	35	0
Black or Drab Alpaca Office Coats	12	8

DRESS SUITS.

SUPER West of England Cloth	75	0
EXTRA quality—lined throughout with rich Silk Serge	85	0
WHITE DRESS VESTS for Special Wear	7	0
Chesterfield Coat, for evening wear to cover Dress Suits	30	0

WASHING MATERIALS.

Colored Drill Trousers	4	0
Best White Drill	5	0
Suits of above	15	0
White Linen Drill Trousers	8	8
Flemish Linen Trousers	6	0
Suits of do. do.	20	0
Fancy and White Linen Vests for Morning or Evening wear from	6	8

SHIKAR KIT.

Coat and Trousers of strong hand made materials	18	0
Do. do. of Stout Flax	18	0

GYMKHANA SUITS.

BEST WHITE SAXONY, thoroughly Shrunk	28	0
WHITE SAXONY SHIRTS	9	0

TROUSERS.

	Rs.	a.
Trousers—Fine Angola Plain Colors or Fancy Stripes	10	0
Superfine do. do.	14	0
Best Angolas, The New Checks or Plain Shades ...from	14	0
A very large choice of these superior goods	16	0
The very Best Angolas made	18	0

RIDING TROUSERS OR BREECHES.

Riding Trousers or Breeches, of strong Whip Cords	18	0
Real Chipping Norton Whip Cords	23	0
Bedford Cord, a special substance for hard wear	26	0
White Doeskin, the best material for hard wear	35	0
Gaiters, stout Tan Canvas	5	8
Drab or Brown Matted Flax Cloth, for hard wear, Washing, Trousers or Breeches	10	8
Coats of the above	15	0
White Cord Trousers	14	0

VISITING AND FROCK COATS.

MORNING, OR VISITING COATS, Superfine Blue and Black, new Ribbed, or Fancy Dice Coating bound with Rich Silk	36	0
FROCK COATS for special wear of the above	38	0
DOUBLE or SINGLE BREASTED SACK COATS, recommended to those objecting to a close fitting garment, useful when Travelling	26	0
VESTS OF THE ABOVE MATERIALS	9	0
Best Blue or Black Venetian Morning Coat	30	0
Do. Do. Do. Frock Do.	45	0
Black Cashmere, a very light material, Office Coat	16	8
Do. Do. Do. Vest	5	0
Morning or Visiting Coat	25	0

Our New Illustrated Catalogue with Patterns, and simple instructions for self measurement Post Free to any part of the East.

THE OVERLAND KIT WAREHOUSE,
8, RAMPART ROW, BOMBAY.

MEIFFRE, NEVEU & CIE.,

MILLINERS,

DRESS MAKERS,

SILK MERCERS.

• ALWAYS ON HAND,

COMPLETE AND CHOICE ASSORTMENTS OF ALL LADIES' REQUISITES.

THE BEST QUALITY ONLY.

BOMBAY AND POONA.

MESSRS. C. MARCKS & CO.'S FIRST CLASS WATCHES.

SPECIALLY manufactured for India and warranted to keep correct time in any temperature.

Gentlemen's Gold Hunting Keyless Lever Watches, with Compensation Balance, ¾ Plate and Jewelled in 10 holes, first quality, cannot be too highly recommended ..... Rs. 350

Do.	Gold	Semi-Hunting	Do.	Do.	„ 350
Do.	„	Crystal-Faced	Do.	Do.	„ 330
Do.	„	Hunting.	Do.	2nd Quality Do.	„ 290

Gold Watches, not Keyless, from ..... Rs. 150 to Rs. 250

Ladies' Gold ¾ Hunting Keyless Lever Watches in plain, Engine-turned and richly chased Cases ..... Rs. 225 to Rs. 250

Do.	Gold Crystal-Faced Keyless Lever Watches, with Compensation Balance	„ 200
Do.	Gold Watches, Cheaper Descriptions, not Keyless, Open-Faced, Hunting and ¾ Hunting	Rs. 50 to Rs. 120

SPECIALTY.

1st Class ¾ Plate Silver Semi-Hunting, Hunting and Crystal-Faced Watches of best manufacture, Chronometer Balance ..... Rs. 150, 145 and 140
Silver Hunting, ¾ Hunting and Crystal-Faced Keyless Watches, Screw Balance, from Rs. 100 to Rs. 125
Silver Hunting Keyless Lever Watches ..... „ 65 to „ 70
Silver Double Crystal Keyless Lever Watches ..... „ 50
Silver Hunting, ¾ Hunting, and Open-Faced Watches, not Keyless ..... Rs. 40, 45 and 55

IMPORTANT TO SHIKAREES, TRAVELLERS AND PEOPLE IN THE DISTRICTS.

German Silver Open-Faced Keyless Lever Watches of superior make, strong and durable, and guaranteed to stand hard wear and tear and keep accurate time ..... Rs. 30 each

Gold Keyless Hunting and Open-Faced Keyless Clock Watches, from ..... Rs. 800 to Rs. 1,600
Gold Hunting ¾ and Minute Repeaters ..... „ 800 to „ 2,000
Gold Perpetual and Ordinary Calendar Watches ..... „ 400 to „ 1,300
Gold Chronographs and Chronometers ..... 550 „ 800

C. MARCKS AND CO.,
WATCH-MAKERS,
JEWELLERS AND OPTICIANS,
BOMBAY AND POONA.
Agents for Messrs. Thomas Russell and Son's Watches.

HOTELS.

THE CHOWK HOTEL, MATHERAN.

THE above HOTEL is now OPENED.

JEEWANJEE & Co.

Matheran, 22nd September 1877.

WINES, SPIRITS, BEER, &c.

FOR SALE, at the Godown of the Undersigned, A. DREHER'S VIENNA BEER, a fresh supply monthly.

Per case of 4 dozen quarts ..... at Rs. 6 4 per dozen.
do. of 6 dozen pints ..... „ 3 14 do.

BELL, BRANDENBURG & Co.

FOR SALE, at the GODOWN of the Undersigned :—

AUSTRIAN CLARET in cases of 1 doz. qts. at Rs. 9-8 per doz.		
ITALIAN VERMOUTH	„ 1 „ „ „ „ 12-8	„

M. MONDOLFO & Co.

28, Bombay Green, opposite the Custom House, 1st Sept. 1877.

WM. WATSON & Co.,
24, Apollo Street, Fort, Bombay.

| | Per Doz. Qtr. | 2 Doz. Pts. |
|---

COMMERCIAL INTELLIGENCE.

FRIDAY EVENING, 28TH SEPT. 1877.

YESTERDAY'S London quotations for Consols and French Rentes were 95¼ and 105 respectively, the latter having advanced ¼ per cent.

From Liverpool yesterday's news is that in the Cotton Market supplies were freely offered. Sales were reported of 15,000 bales, of which 3,000 were Surats. An advance of 1-16d. was quoted in Good Fair Ginned Broach, and of ⅛d. in Good Fair Hingunghat. In prices of other descriptions of Cotton no change was apparent. In New York yesterday Middling Uplands, ready, was unchanged at 11⅛, while for Futures of December shipment the price had fallen to 10⅞ cents. per lb.

The Manchester Piece Goods Market was firm according to latest accounts.

Coffee and Cocoanut Oil in Mincing Lane showed no change, and no material alteration is to be observed in the Home quotations for Linseed, Rapeseed and Wheat.

The Bank of England's Return for the week endingjon Wednesday, the 26th instant, shows no change in the Reserve of Notes, a decrease of £100,000 in the Bills discounted and of a like amount in Bullion. The proportion of the Reserve to the Lisabilities was 43½ per cent.

Enfaced Rupee Paper in London was unchanged at 81⅛ for Four, 82 for Four-and-a-half, and 89½ for Five-and-a-half per cents.

Exchange on India for Bills at 60 days' sight and discount on 6 months' sight Indian Bills were unaltered at 1s. 8¼d. per Rupee, and 3½ per cent. respectively.

Bar Silver in London is quoted by Reuter at 54½d. per ounce. The value of the silver shipped to Bombay by this week's steamer from Southampton is given at £380,000.

As to the new Loan, to reports regarding which we referred yesterday, Reuter telegraphs from London, "Tenders are invited for 9th October for 4 per cent. Loan Indian Debentures for £3,000,000, repayable in 1884, payable by monthly instalments extending to January. First Conpon due 16th February.

STERLING EXCHANGE here opened at about yesterday's closing rates; there was, however, only one Bank naming 1s. 9¼d. for 3 months' Credits, and that only for a short time, the rest all being at 1s. 9 9-16d., and proportionate figures for 6 months Credits and for Document Bills. There being no demand for Bank Bills at commencing quotations, rates were raised 1-16d. per rupee, without, however, bringing forward many buyers, so far as was reported. The Market closes firm and with an upward tendency, which is, of course, solely produced by outside influences, and not by any increased activity in business, as regards which we do not hesitate to say that this has been one of the dullest of the many dull days we have had to notice for so many weeks. We quote on London :

Bank Bills, on demand	1s. 9 3-16d.	per Re.
Do. at 3 months' sight	1s. 9 ¾d.	,,
Do. ,, 6 ,, ,,	1s. 9 9-16d.	,,
Credits, ,, 3 ,, ,,	1s. 9 9 16d.	,,
Do. ,, 6 ,, ,,	1s. 9¾d.	,,
Documents, 3 ,, ,,	1s. 9¾d.	,,

On Calcutta there was in the morning a brisk enquiry for Bills on demand, which has rather subsided towards the close of the day. We quote rates on demand at 3 to 4 annas per cent. premium. At 60 days' sight sellers have had to submit to a further decline, and business has been done at Rs. 98-13 as. for Rs. 100. The Market has apparently at the moment a further downward tendency.

GOVERNMENT PAPER is extremely dull, and sales are very difficult to effect even for small sums in the Bazaar. Quotations, which show a slight decline, are: Four per cents. 93½ to 93¾; Four-and-a-half per cents 93⅞ to 94; and Five-and-a-half per cents, 101½ per cent.

SHARES have to-day been quiet and show but little alteration in quotations. The shares of Treacher and Co. (Limited) have advanced Rs. 10. In Spinning and Weaving Companies' scrip the only observable changes are a decline of Rs. 5 in Broach and Hindustan, and of Rs. 10 in Fleming.

COTTON.—A partial advance of Re. 1 to Rs. 2 per candy has taken place in quotations here, which were already too high to admit of the prospect of profitable business resulting from shipments to Europe. Purchases have in consequence been almost entirely limited to account of the Mills, and have altogether been very small.

SEEDS and WHEAT.—Linseed and Rape are steady at unchanged quotations. Wheat is without alteration.

PIECE GOODS.—We have no change to report.

COALS.—The position remains unaltered.

FREIGHTS.—We have heard of no fresh business and the state of affairs is as dull and without movement as it could possibly be.

BOMBAY BILL AND STOCK LIST.

BANKS.

Banks.	No. of Shares.	Nomi Value p. sh.	Paid up.	Last Dividend.	Cash. Rates per Share.
		Rs.	Rs.	p. a.	
Agra Bank	100,000	100	all	6 p. ct	121
Bank of Bengal	40,000	500	all	6 do.	715
Bank of Bombay	20,000	500	all	12 p. ct	682½
National Bank of India	10,000	500	all	6 do.	104 xd
Bank of Madras	60,000	250	all	10 do.	668

LAND COMPANIES.

Colaba Land Co. (New)	2,948	2,000	all		25	865
Prore Land and Pier Co. Limited	7,500	150	all		4 p. a.	95
Mazgon Land ,,	3,750	2,000	1,000	30	s.	625
Port Canning Land Company, Limited	6,000	1,400	all		0 do.	230

SPINNING AND WEAVING COMPANIES.

Albert Mills	406	2,000	1,700		..	950
Alexandra S. and W. Co.	750	1,250	all	50	p.s*	1,200
Alfred Mills Co.	250	1,000	1,000	80	p.s.	1,300
Alliance Spinning ,,	500	2,500	all	125	p.s.	2,675
Anglo-Indian S. and W. Company	80,000	100	100		..	90
Bowmanjee M. and P. Company	300	2,000		40	p.s.	1,575
Bombay United ,,	900	1,000	all	60	p.s*	1,100
Bombay Hemp and J. Mill Company	2,000	300	all		..	275
Broach Mills	1,800	120	all	10	p.s*	120
Colaba S. and W. Co.	900	1,000	all	50	p.s*	815
Coorla S. and W. Co.	1,000	1,000	all	60	p.s*	990 xd
Central India S. and W. Company	2,500	500	450		..	685
Dharumsey Spinning ,,	3,000	2,000	all	50	p.s*	985
Fleming S. and W. Co.	1,500	1,250	all	50	p.s*	1,180
Great Eastern ,,	1,400	1,000	all	50	p.s*	1,180 xd
Hindustan S. & W. Co.	875	1,000	all	40	p.s.	1,060
Hydrabad S. and W. Co.	700	1,000	1,000		..	950
Jeevraj Baliloo Mills	770	1,000	all	55	p.s*	1,005
Khandelah Spinning ,,	750	1,000	all	60	p.s*	1,175
K. Mucoonjee S. & W. Co.	1,000	1,000	all	30	p.s*	935
Madras Spinning ,,	300	500	Nil		..	650
Madras U. Spinning ,,	420	1,000	all	90	p.s*	1,160
Manchester & Bombay S. and W. Co.	80,000	50	50		..	45
Mandvis S. and W. Co.	1,200	500	all		..	375
Manockjee Petit's ,,	2,500	1,000	all	60	p.s*	1,270 xd
Mazagon Spinning ,,	1,045	1,000	all	70	p.s*	1,230
Mazagon S. and W. Co.	2,000	5,000	..		..	280
National S. and W. Co. of India	950	1,000	all		..	950
Nerlad S. and W. Co.	400	1,000	all		..	875
Nicol Press Manufacturing Co., Ld.	600	2,000	all		..	975
Nursey S. and W. Co.	2,500	400	all		..	370
Oriental ,,	1,000	625	all	35	p.s*	740 xd
Princeof Wales Spinning	600	1,250	all		..	1,230
Ramcon S. & W. Co.	1,500	1,000	all		..	980
Soonderdas Spinning ,,	630	1,000	all	50	p.s.	990
Do do, ¼ Shares	600	1,000	250	125	p.s.	200
Sholapore S. and W. Co.	1,000	1,000	all		..	995
Victoria Mills	550	1,000	all		..	720

*For Share for the half-year

PRESS COMPANIES.

Asiatic Cotton Press Co.	150	5,000	2,8500	150	p.s.	1,100
Albert Co., Kurrachee	200	2,000	1,100	150	do	930
Albert Ginning Co.	200	500	all	18	p.c.	680
Apollo Press Co.	750	2,750	2,300	32	do	460
Bellary ,,	175	1,000	all	60		650
Bezar Company (New)	155	350	all	45	p.s.	400 xd
Indian Press Co.	1,000	350	all	42	do	300
Broach Cotton Co.	400	250	all	10	do	75 xd
Carwar Co.	1,000	1,500	all	75	do	675
Colaba Press Co.	500	1,880	all	170	do	550
Dholiers P. and G. Co.	500	300	all	18	do	260
East India Press Co.	338	1,000	all	100	do	915
Fort Press Co.	50	8,500	8,250	50	do	1,100
French Press Co.	300	500	all	40	do	300 xd
Imperial Press Co.	1,150	..	1,400	100	do	300
Mohuall Press and Ginning Co.	3,125	400	350	25	do	350
Prince of W. Press	120	..	1,500	250	do	465
Shamrock Press Co.	600	600	all	50	do	225
Scinde Press Co.	400	850	750	60	do	415
Scinde & Punjaub Cotton Press Co., Ld.	100	1,000	925	165	do	1,175
Victoria Cotton Gin and Press Co.	150	850	all	12	p.c.	600 nl,
Volkart's United Press Co.	450	1,000	1,000	75	p.s.	660

MISCELLANEOUS.

Bombay Burmah Trading Corporation	1,000	2,500	1,500	30	p.s.	1,935
Bombay Gas Company	50,000	50	all	7½	p. ct.	85
Bombay Saw Mills Co.	600	1,000	all	60	p.s.	650
Lendlay and Shipping Co. of Kurrachee, Ld.	500	500	300	35	p. s.	290 xd
Malabar Company, Ld.	1,150	200	100	7½	p. ct	70
Mechanical Buildings Co.	1,000	500	all		p. s.	23
Treacher and Co.	1,800	200	11	11	p. ct.	520
Vegas Patent Slip Co	3,000	250	all	6	p.	30

GREAT INDIAN PENINSULA RAILWAY.

Statement of Traffic for the Week ending 22nd September, 1877.

	Rs.	a.	p.
Open 1,968½ Miles.			
Coaching ...	96,597	0	0
Merchandize ...	4,45,137	12	0
Telegraph ...	1,366	0	0
Municipal Trains ...	442	8	0
Total Rs. ...	5,46,143	4	0
Corresponding week last year open 1,936½ Miles ... Total Rs. ...	2,68,528	4	6
Increase ...	2,77,614	15	6

METEOROLOGICAL OBSERVATIONS.

GOVERNMENT OBSERVATORY, COLABA.

BOMBAY, 27th September 1877.

Means of observations taken at 6 a.m., 10 a.m. 2 p.m., 4 p.m. and 10 p.m.

Barometer corrected 32 deg. Fah	29·811
Temperature of the Air	80·7
Wet Bulb Thermometer	77·6
Dew Point	76·7
Relative humidity of Air	·877
Extent of cloudy sky (the whole sky clouded—0)	7·4
Maximum temperature of air (read at 6 p.m.)	83·2
Minimum do. do. (read at 9-30 a.m.)	74·0
General Direction of wind	S, SE, S, SSW, NE, ENE SE,
Movement of wind in 24 hours	333
Fall of Rain	0·00
Total fall during month	4·25
,, ,, ,, year	61·25

SHIPPING INTELLIGENCE,
AND LISTS OF PASSENGERS BY SEA.

THE B. L. S. N. Co's s. s. GOA, 1,231 tons, Captain, G. Avery, will sail to-day for Calcutta in ballast.

THE ANCHOR LINE, s. s. MACEDONIA, 1,462 tons, Captain J. Laird, sailed yesterday for Liverpool via the Suez Canal, with a general cargo, and the following passengers :—

Mr R. L. Dunlop, Miss A Little, Rev and Mrs Horsfall and three children, Mrs Phipps, Mr Keane, and Captain B G Humfery.

ARRIVALS.

Sept.	Vessels.	Commanders.	From.
29	H M S Undaunted	Brent	Colombo, Aug 22.

DEPARTURES.

Sept.	Vessels.	Commanders.	Destination.
28	Macedonia (s)	Laird	Liverpool.

The Steamer Vingoria, to K Coast and Kurrachee, was entered out for loading yesterday.

The Steamer Goa, Avery, to Calcutta, obtained her port clearance yesterday.

CALCUTTA.

ARRIVALS.

Sept.
24 P. of the Realm (s)...Nicholson.....Aden. Sept 10.
Madras (s) .....James .....Kyouk Phyoo, Sept 20.
Sileve Bawn .....Crowley.....Liverpool, June 18.

DEPARTURES.

Sept.
24 Meinam (s) ....
Lizzie (s) ....
Stallingbro (s) ....

PASSENGERS.

Per Madras—Mrs and 2 Misses Thomas and 3 children, Mr and Mrs Davis, Mr Chance, Mr Christien, Mr Cathro, Mrs and 3 Misses Percival.

VESSELS SPOKEN.

By Sileve Bawn—20th August. Ship Duchess of Argyle in Lat. 10-22 S Long 54 E with only her three lower masts and bowsprit standing, did not require any assistance.

MADRAS.

ARRIVALS.

Sept.
25 Kingdom of Saxony. ..... Cocanada.
Cecile. ..... Gopaulpore.
26 D. of Sutherland (s) Calcutta.

DEPARTURES.

Sept.
24 Lansdowne .... London via Coast.
Almora (s) .... Calcutta.
25 Durat Bay .... Batavia.
Propontis .... Calcutta.
26 Rose .... Gopaulpore & Ganjam.

DAILY IMPORTS.—SEPTEMBER 28.

FROM LIVERPOOL.

Childwal Hall s—50 cases copper brasiers, W and A Graham and Co.; 150 boxes tinned plates, Abdool Hoosein Haptools and Co.

Macedonia s—137 bundles and 146 bars iron, Abdoolally Sumsoodin.

Mangerva s—100 bundles sheet iron, Hassumally Lallmeya; 19 cases portwine, Jamsetjee Nowrojee.

City of Baltimore s—200 casks spelter, Framjee Ardaseer Davur, Harald Harfager s—1,465 bars iron, Tyabally Essoofally.

FROM LONDON.

Lumley Castle s—5 cases prussian blue, Nuserally Sumsoodin; 3 packages hardware, Hakemjee Lookmanjee; 26 cases sherry wine, Gladstone, Wyllie and Co; 6 cases toys, Esmail Abdool Remon.

Hindostan s—1 butt port wine, C Bounevialle and Co.

Zambesi s—6 cases silvered plate glass, Darashaw Cursetjee; 105 cases window glass and 5 cases lamps, Abramovitz and Co.

Palm s—25 cases matches, Cassum Abdool Ramon.

Venetia s—90 casks beer, C Bounevialle and Co.

FROM GLASGOW.

Macedonia s—3 casks emerald green, 2 casks chrome, 8 cases varnish, 17 casks paints of sorts, 75 firkins red lead and 50 drums linseed oil, Bhicoo Sazba and Co.

FROM BORDEAUX.

Persia s—26 cases brandy, Nusserwanjee Aspundiarjee. Precurseur s—8 cases brandy, Goo Gahagan.

DAILY EXPORTS.—SEPTEMBER 28.

FOR LIVERPOOL.

Travancore s—25 bales wool, Motty Jaithance; 103 bales wool, Doorabhoy Pestonjee Khumbatta; 35 bales wool, Cursetjee Edulji jee; 15 bales wool, Shamjee Veerjee; 49 bales wool, Gangjee Thacursee; 30 bales wool, Lilladhur Govindjee; 100 bales wool, Nurseo Khutow; 37 bales wool, Dewjee Govindjee.

FOR LONDON.

Travancore s—8 cases shawls, Hajee Safedin Goolamhoosein.

FOR MARSEILLES.

Persia s—446½ cwts linseed, Finlay, Scott and Co.

FOR NAPLES.

Persia s—5 bales cotton, G Reiff-rscheid and Co.

FOR GENOA.

Persia s—200 bales cotton, Knoop and Co.

FOR SUEZ.

Travancore s—11 cases indigo, Hajee Zenell Abedin.

FOR CALCUTTA.

Nyanza s—180 baler cotton, Ramjeedas Luckmedas.

FOR HONGKONG.

Zambesi s—100 cases sharkfins, and 35 bales twist, Jairazbhoy Peerbhoy; 120 bales cotton, Currimbhoy Ebram; 61 bales twist, Ahmedbhoy Hubibhoy; 24 bales twist, Cassumbhoy Ahmedbhoy; 30 packages cloves, Cursetjee Bomanjee and Co; 294 chests opium, David Sassoon and Co; 191 chests opium, E D Sassoon; 25 bales twist, Ebram Noordin and Co; 24 cwts more teeth, Byramjee Burjorjee; 50 bales twist, Mooljee Jaitha and Co; 38 chests opium, S E Sassoon; 11½ chests opium, Heeralall Ramgopal.

FOR SHANGHAI.

Zambesi s—4 chests opium, Roognath Jugnath.

HIGH COURT.—SEPTEMBER 29.

(Before the Honourable MR. JUSTICE BAYLEY and the Honourable MR. JUSTICE GREEN.)

In the Appeal Division Court.

365-77—Tyabjee and Sayani—Nabalchundbai Nathoobhai vs Kavalbhai Jeechund—Lynch and Tobin.

(Before the Honourable SIR CHARLES SARGENT.)

In the First Division Court.

LONG CAUSE.

704-76—Tyabjee and Sayani—Futteh Ally, Shaik Ahmed vs Mithibai and others—Jefferson and P and Fletcher and S and Crawford & B.

On Judge's Summons.

Act X of 1866—Hearn, C and L—In the matter of the East India Bank in Liquidation—Dinanath Raghoonath Khote and another, Liquidators—Rimington, Hore and Langley—Tyabjee and Sayani and Ardasir and Hormusjee.

MILITARY INTELLIGENCE.

ARRIVALS.—SEPTEMBER 27.

Budd, Major, Bombay R A, from leave, from Nasick.
Hamilton, Lieut, Bombay 2nd Queens, on leave, from Poona.
Fellows, Lieut Col, Bombay 9th Regt N I, on leave, from Poona.
Tippinge, Lieut, Bengal The Royal Scott, on leave, from Poona.
Thackwell, Lieut, Bombay R Fusiliers, on leave, from Poona.

SEPTEMBER 28.

Leckie, Surg, Bombay A M D, on leave, from Poona.
Banister, Lieut, Bombay R A, on leave, from Poona.
Baker, Major, Bengal Unattached list, on Promotion.

ORDERS BY THE COMMANDER-IN-CHIEF IN INDIA.

Head Quarters, Simla, Sept. 24.

The C-in-Chief in India is pleased to make the following promotion :—89th Regt—Sub-Lieut J Douglas Standen to be Lieut.

The C-in-C in India is pleased to make the following appointment :—27th N I, Captain R A Swetenham to retain the appointment of Quartermaster, on promotion, as a temporary measure, pending the nomination of a successor.

Local rank is assigned to the undermentioned officers :—

17th Regt—Captain (Brevet Major) C M'Pherson to be Lieut Col.

65th Regt—Captain G B Wolseley to be Major.

Major C A Gorham, R A, Garrison Instructor, Umballa, has passed the examination forhe Judge Advocate General's Department.

The C-in-C is pleased to direct the following transfers of administrative medical officers of the Indian service :—Deputy Surgeon General J C Bow, M D, (on furlough), from the Meerut to the Allahabad Circle of Medical superintendence. Deputy Surgeon General E C Thorp, M D, (on furlough) from the Agra to the Meerut Circle. Deputy Surgeon General A Christison, M D, (on furlough) from the Dacca to the Agra Circle.

The names of the following offi ers, whose services have been placed at the disposal of the Government of India in the Military department, for employment on famine duty is the Madras Presidency, are to be added to the list previously published :—

Lieut Col W F Bartleman, Bengal Infantry Major W E Lockhart, R A. Captains A T Wintle, R A, C H Stevenson, 18th Foot, W B Butlin, 22nd Foot, R H Saltcad, 18th N I, C H Forster, 36th N I, J Fraser, 40th N I, H H Rankin, 1st Gurkhas. Lieutenants F R Thackeray, R A, H R L Hormes, 22nd Foot, H K Cavaye, 40th Foot, W A Campbell, 54th Foot, L A O Cook, 5th Bengal Cavalry, J Haughton, 10th N I, J J Money-Simons, 24th N I, C F Vyse, 41st N I. H M Rose, 41st N I. Sub-Lieuts A F Williamson, 18th Foot, P H Probyn, 40th Foot.

The undermentioned officers have leave of absence :—

10th Hussars—Lieut R Tuite-Dalton to Calcutta, from 15th Oct 1877 to 15th Feb 1878, to study the native languages.

Captain H B Viscount Guillamore, R A, to England, for fifteen months, on very urgent private affairs.

Veterinary Surgeon S R Sartin, R A, to England, to appear before a medical board.

70th Foot—Lieut A Montanaro to Calcutta, from 1st Oct 1877 to 15th Feb 1878, to study the native languages.

CALENDAR FOR SEPT.—OCT. 1877.

PHASES OF THE MOON.

Last Quarter ..... 30th, 11h. 11·5m. a. m.

Date.	Remarks.	Sun rises. A.M.	Sun sets. P.M.	High Water.	Low Water.
Sept.		H. M.	H. M.	H. M.	H. M.
Sat. 29	St. Michael—Michaelmas day	5 51	5 49	3 23 m 9 4 m 9 38 a 3 17 a	
Sun. 30	Eighteenth Sunday after Trinity	5 52	5 49	4 27 m 10 7 m 10 22 a 4 11 a	
Oct. Mon. 1	.....	5 52	5 47	5 45 m 11 41 m 5 9 a 11 53 a	
Tues. 2	English mail expected..	5 52	5 46	6 7 m 12 m a 7 9 a ...	
Wed. 3	.....	5 52	5 46	8 23 m 1 33 m 8 45 a 2 46 a	
Th. 4	.....	5 53	5 45	9 16 m 2 50 m 9 40 a 3 35 a	
Fri. 5	.....	5 53	5 44	9 56 m 3 43 m 10 26 a 4 14 a	

NOTICE TO CORRESPONDENTS.

MOFUSSILITE—The earlier hour named was correct.

DAR—The information can be obtained of the Secretary to the Institution.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IN TWO RS. THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

BIRTHS.

HAZELLS—September 26th, at Broach, the wife of Mr. Hazells, Engineer, Gaddum & Co., of a daughter.

DEATHS.

DANGERFIELD—September 26th, at Mumbai, Frances Emily, daughter of Edward Dangerfield.

OTHER PRESIDENCIES.

BIRTHS.

JONES—September 20th, at Akyab, the wife of Mr. J. J. Jones, of a son.

SMITH—September 21st, at Fatehgarh, the wife of Sidney Smith, D. S. Police, of a son.

SENIOR—September 22nd, at Cherat, Punjab, the wife of Major T. P. Senior, Paymaster, 5th The King's Regiment, of a son.

DEATHS.

REILY—September 17th, at Dum Dum, Mary Christopher, the wife of G. M. Reily

The Bombay Gazette

SATURDAY, SEPTEMBER 29, 1877.

COLONEL BAIGRIE, whose death has been announced this week, commenced his military career in the British Army in 1847 as an Ensign in the 58th Foot, but shortly afterwards he obtained a commission in the Honourable E. I. Company's service, and left England on the 3rd February 1848. On arrival in India he was posted to the 8th Regiment Bombay Native Infantry, in which he served till transferred to the 3rd European Regiment (now the 109th) in 1853, and finally joined the Staff Corps in February in 1861. He served as a volunteer with the 3rd Regiment Bombay Native Infantry in the Punjaub campaign of 1848-49, and was present at the siege and surrender of "Mooltan," battle of "Goojerat," surrender of the Sikh army at "Rawul Pindee," and the pursuit of the Affghans to the Kyber Pass and the occupation of Peshawur. For these services he received a medal and two clasps. In 1855 he served as a volunteer with the 20th Regiment in the Crimea, and was present during the siege of "Sebastopol." In 1856-57 he served again as a volunteer in the expedition to Persia, and was present at the action of "Borasjoon," the battle of "Kooshal," the bombardment of "Mohumrers," and the pursuit of the Persian army up the Karoon river to Ahwaz; and for these services he received a medal and was mentioned in despatches. He served throughout the Central India campaign under Sir Hugh Rose, and was present with his Regiment, the 3rd Europeans, at the siege of "Raahgurh," action of "Baroda," relief of "Saugor," capture of "Gurracotta," skirmish at "Baroda," forcing the "Mudden-poor Pass," siege and storm of "Jhansi," and the battle of the "Betwa." He served as Deputy Assistant Quarter-Master-General at the capture of "Joharen," (for which he was mentioned in despatches), the battle of "Koonch" (where he was severely wounded and specially mentioned in despatches) the battle of "Goolowlee," and several affairs before "Calpee," also at the capture of "Calpee" (where his horse was killed and regarding which affair he was mentioned in despatches), and at the capture of the Morar cantonment and the action before Gwalior and the capture of the city. (For these latter services he received a medal and one clasp and his Brevet of Major.) He served as Deputy Assistant Quarter-Master-General with the Jhansi Field Brigade against the rebels in Bundelcund in 1858-59, and in the same capacity with the Gwalior Division against the rebels in the Seronge jungles in 1859, under Sir Robert Napier. He served in the expedition to Abyssinia in 1867-68 as Assistant Quarter-Master-General of the 1st Division, and was present at the action of "Arogee" and the assault and capture of Magdala, for which he received a medal and his Brevet of Lieutenant Colonel. He was next created a C. B., and made an Honorary A.D.C. to the Viceroy. In 1871 Colonel Baigrie was selected by Lord Napier of Magdala to lay out the new hill station of Puchmurree, of which he remained Commandant until April 1875. During the year 1875 he served in the expedition sent against the Dufflas, as second in command of the force and Commandant of the Transport Corps. In 1876 he was appointed Commandant of the 15th Regiment Bombay Native Infantry, but after a few months he was transferred to the command of the 28th Regiment Bombay Native Infantry. Colonel Baigrie was employed for a short period in 1857 in the Commissariat Department, but the greater portion of his service was spent in the Quarter-Master-General's Department of this Presidency, to the head of which he was appointed in June last, and he was waiting for its confirmation by the home authorities when death cut short his career. He had been suffering from malarious fever for several days, but was getting the better of it when, on Monday evening, grave symptoms set in which resulted in an attack of apoplexy towards morning from which he never rallied, and he breathed his last between 9 and 10 a.m. His Excellency the Governor announced the sad intelligence to the Secretary of State and the Viceroy in the following telegram :

"I announce to your Lordship with the greatest regret the death from fever of Colonel Baigrie, Quarter-Master-General Bombay Army, one of the most valuable officers of the Presidency."

The funeral took place on Wednesday morning and was attended by the Governor, the Commander-in-Chief, and all the officers and residents of Poona. In Colonel Baigrie the army in India loses one of its most gallant soldiers and brightest ornaments. Well may the Bombay army be proud of the name of Robert Baigrie. The above particulars of Colonel Baigrie's services are very similar to those which appear in the Army List, but as they were written by the deceased officer himself, we have preferred to use his own words.

THE impression has gone around that the Viceroy dropped like a bomb or a hot potatoe in the midst of the Mysore Commission, but we apprehend that this is something contrary to the fact. Doubtless there is explosive material enough in that select and sensitive body of officials to scatter potatoe skin about; but a careful perusal of the Mysore Minute cannot lead any reasonable person to suppose that Lord Lytton was dissatisfied with what he saw in Mysore. On the contrary, he gives the Commission a great deal of credit for all they have done in the past and the present. Why, then, quotations from Solomon about pride going before destruction, and a haughty spirit before a fall; humility before honour, and the like? We take it that the wish is father to the thought, and that there are some wicked people in our Indian world who want to see the Mysore Commission hoisted with its own petard—superciliousness. The Mysore Commission has a very good opinion of itself. There can be no mistake about that, because for twenty years or more the gossips of Bangalore have been talking of little else. No other Commission in India, no other Government could hatch administrators out of the shell like this highly favoured province of Mysore, and indeed for smooth balance sheets, attractive statistics, and an appearance, if not the reality, of paternal administration, we will back Mysore against any Government in the Empire. What does it matter if the roads are bad to travel, if coffee is a failure in the province, if there is only one railway in the country, terminating abruptly in Bangalore? These things are mere trifles in comparison with the reputation of Mysore Commissioners—a reputation that is as old and great as the days of Sir Mark Cubbon. To say in Bangalore, that the Mysore Commission does not comprise "all the talents;" that it does not embrace Bismarks, Moltkes, Stephensons, Bacons, Bruneis and the Lord knows who in its galaxy of superlative genius, would be to propagate a heresy, if not high treason. Consequently we can imagine the disappointment of the people of that ilk when Lord Lytton did not arrive among them loaded with butter, wherewith to anoint every man from the Chief Commissioner to the meanest cornicopoly. It is so much Mysore's right to have *kudos* that to refuse it is to vex her to the soul, and it is so much Mysore's claim to be administered by a clique, in which *esprit de service* holds a most prominent place, that she stands aghast before the idea of *esprit de corps* being anything else but perfect government. In Mysore the Commissioners carry on affairs very much in their own way. Their principles are to stick together and praise the administration. Jones says what a talented man Brown is, and Brown reciprocates by saying what a genius Jones has. If Mysore was the private property of Jones and Brown, their interest in it could not be more expressive or their discouragement of squatters or intruders more intense than it is; and, indeed, we have sometimes thought that Mysore is the private estate of Mysore Commissioners, on which we, miserable outcasts of Europeans, were intruders to be stuck in the stocks at any moment at the pleasure of the Browns and Joneses and their wives. We know that the same phenomena is not unusual in non-regulation provinces, where there is little public opinion, but a great deal of private conversation; but in Mysore it culminates in such a pitch of audacity that a Viceroy cannot express an opinion without question and "a sensation." It is very absurd that petty governments like Mysore cannot take judicious and judicial criticism without fuss of the tea-table order; but so it is; to hearken to the commotion over this Minute in Mysore, one might imagine that the Empire of India was at stake, and that the Mysore Commission washed its hands of the consequences.

As far as we can gather from the reports that reach us, Colonel Sankey's plans of relief work were not those that find favour in the eyes of the Government of India, though, as a matter of course, they were admirable in the eyes of his brother Commissioners. Colonel Sankey is a Mysore martyr in consequence, and there will, perhaps, be a statue erected to him alongside the one of Sir Mark Cubbon. For Colonel Sankey is a Commissioner of long standing in the province, and a man who has done much to beautify Bangalore with lamp posts and what not. He was also specially deputed to visit Sydney, or Melbourne—we forget which—to report on the water works there, and these are claims to render any man, much more a Mysore Commissioner, confident of the correctness of his judgment. At any rate, martyr or no martyr, the Mysore Commission have been very properly made to know that there are authorities superior to their own in India, and if the Viceroy's visit did nothing else, it must have had a good effect upon the official bumptiousness of that part of the world. To be sure, the "sensation" is much enhanced by the introduction of outsiders to the seats of their highand puissant mightinesses, the Commissioners of Mysore. Here is food for the green-eyed monster, and yet the principle is just; nay more, it is judicious. It is just such a self-conceited Government as that of Mysore which cannot be wisely trusted to meet a crisis. It is the sort of Government that gets into a groove and cannot of itself get out of it on occasion. New men, new life-blood, are necessities to an administration puffed up with its own merits when great work has to be done, and the Viceroy could do nothing less, seeing the condition of affairs in Mysore, than give it men free of local prejudices and local traditions. Not that we accuse the Mysore administration of any shortcomings; far from it; the Commissioners seem to have worked well, and they have been duly praised for what they have done. Many of them are able men, we daresay; nevertheless, it is no shame to them to have to admit outsiders to a share in their labours. It is only self-sufficiency that can induce any of them to think they are superseded, and self-sufficiency is not one of the best qualities a man can have for famine work, unless he haply hits on the right method of setting about it.

The Mysore Commission is now pretty freely adulterated with natives, and probably this circumstance does not lessen the esteem in which it has always wrapped itself as with a garment. Brahmins, and especially the Brahmins of Mysore, are not the people to make little of their gifts, but we shall learn perhaps, by and by, and when the unwelcomed strangers come to report upon the famine operations, whether the native element in the Mysore Commission has proved such a remarkable political success as the friends of that movement imagined it would be. It ought not to be the least of the advantages arising from Lord Lytton's wise policy that some light from the outside world will be cast upon the administration of Mysore, which administration, however admirable it may be, is at present somewhat hidden behind the prominent figures and *posé* of the administrators. It would be interesting to know, for one thing, how far the Mysore Government has availed, or attempted to avail, itself of its opportunities and famine funds to promote the development of a country admirably suited to the production of coffee and many other valuable articles of commerce; and how far its exclusiveness and superciliousness may have debarred or discouraged private enterprise. We do not say that the Mysore Government is now on its trial, or that it needs to be arraigned, but it is easy to see that it is unpopular, the general eagerness to verify the Viceroy's supposed censure pointing as plainly as possible to that conclusion.

TURKISH AFFAIRS.

(FROM OUR OWN CORRESPONDENT.)

CONSTANTINOPLE, SEPT. 5.

THE signal victories obtained by the Turks at Plichad and Kara-Hassanlar will remove any doubts there may still have existed in Europe respecting the ability of the Osmanli to carry out, with success, offensive as well as defensive operations. Mehemet Ali on the 30th, and Osman on the 31st August, respectively, attacked the Russian left and right wings. Both actions were hotly contested, and in some points the battle raged with the greatest fierceness, but in the end the Russians were driven from their positions and obliged to retreat, leaving the fields of battle strewn with their dead and dying. By the victory at Hassanlar, the Turks came into possession of a large number of rifles, munition wagons, military accoutrements, and, what was still more acceptable, of large stores of flour and biscuits. An attempt made by the Russians to destroy the latter by fire was fortunately prevented in time. General Baker took a prominent part in this battle, and to him, I understand, is attributed the skilful handling of the troops which achieved such brilliant results for the Turkish arms. Mehemet Ali makes especial mention of Baker in his official report to the Porte. Independently of Mehemet Ali's victory, Osman Pasha led his troops against a Russian force of about 30,000 men holding entrenched positions near Plichad, to the west of Plevna. Here, again, the enemy were unable to withstand the furious charge of the Turks, and fled, abandoning their positions. It is impossible to arrive at a right estimate of the loss of life in any of these battles, as both Russians and Turks follow the same system of magnifying their adversaries' losses and reducing their own to a minimum figure. It is impossible, however, to conceal the useless sacrifice of life to which Suleiman Pasha's dogged resolution to force the Shipka Pass on any coast has exposed his army. Convoys of wounded men arrive by thousands at Philippopolis and Adrianople, and the light cases are from thence transferred to Constantinople, where from 300 to 500 have been arriving every day. For the last fortnight Suleiman has been battering at the almost impregnable positions of the Russians, and as often as ten times in succession his devoted soldiers have been hurled on to what was certain death, calling to mind the

THE BOMBAY GAZETTE, SATURDAY, SEPTEMBER 29, 1877.

LATEST INTELLIGENCE

[REUTER'S TELEGRAMS.]

(By Red Sea Cable.)

THE POLICY OF AUSTRIA.

VIENNA, SEPT 28.

The President of the Austrian Council of Ministers, in reply to a question put in the Chamber of Deputies, said that the policy of Austria would continue to be one of strict neutrality.

THE WAR IN BULGARIA.

Mehemet Pasha is falling back upon the river Kara Lom owing to the massing of Russian troops on the river Lom.

The weather continues bad, rendering the transport of supplies very difficult, the roads being impassable for heavy vehicles.

The Roumanian troops made an unsuccessful attempt to carry the second redoubt at Grivitza on the 25th instant.

Suleiman Pasha, in pursuance of orders received from the Seraskirat, will co-operate with Mehemet Pasha in attacking Biela, and has sent a force to threaten Elena, which is garrisoned by 2,000 Russian troops, whom the Turks attacked and completely defeated, and afterwards returned to camp.

THE MAILS.

LONDON, SEPT. 27.

The Bombay Mails of the 7th instant, [illegible] Brindisi, were delivered in London to-day.

NEW INDIAN LOAN.

Tenders are invited for 9th October to a 4 per cent. Loan Indian Debentures for £3,000,000, repayable in 1884 by monthly instalments extending to January. First coupon due 16th February.

LONDON, SEPT. 27, AFT.

The Liverpool Cotton Market closed with supplies freely offered. Surats freely offered.

The London Cotton Market has been quiet.

Fair Dhollera	5½
Fair Oomrawuttee	5

Bar Silver is firm, no change.

Exchange on India, 60 days' sight..	1-32
4 per cent. Reduced Paper	81½
4½ per cent. do.	82
5 per cent. do.	89½
Bar Silver.....	54½
3 per cent. Consols account	96
6 per cent. French Loan of 1872.	105.

The Bank of England Returns for the week ending yesterday show the following results:—

Reserve of Notes ..£11,100,000.... unchanged.
Bills Discounted ..£19,600,000.... Dec £100,000
Bullion .....£24,800,000.... Dec. £100,000
Proportion of the Reserve to the Liabilities is 48½ per cent.

Arrivals.—Arvonia and Prince Frederick.
Departures.—City of Poonah and Arabia.

TELEGRAPHIC LINE REPORTS.

Latest Messages received up to 8 p.m. yesterday:—

From United Kingdom—	Greenwich Time.	Average Time in Transit. H. M.
Via Teheran (perfect)	..28th— 1-33 p.m.	1 9
,, Turkey (do.)	..27th— 3-25 p.m.	13 7
,, Suez (do.)	..28th— 1-15 p.m.	0 54
From Continent of Europe—		
Via Teheran (perfect)	..27th— 9-2 p.m.	1 14
,, Turkey (do.)	.. nil.	nil.
,, Suez (do.)	..28th—11-5 a.m.	4 53
From America—		
Via Teheran (perfect)	..27th—11-24 p.m.	nil.
,, Turkey (do.)	.. nil.	nil.
,, Suez (do.)	.. nil.	nil.
From China—		
Via Amoor (perfect)	.. nil.	nil.
,, Singapore (do.)	..26th—5-31 p.m.	51 56
From Australia—		
Via Singapore (perfect)	..24th—5-10 p.m.	120 1

Indian Branch.	Max. Hrs.	Mts.	Min. Hrs.	Mts.
From Calcutta	4	49	0	7
,, Galle	2	25	2	0
,, Kurrachee	0	43	0	1
,, Madras	2	31	0	11

WEATHER REPORTS.—SEPT. 28.

(Madras Time.)

CANNANORE, 5 P.M.—Weather fine, wind W. S.W. 5, ther. 83, bar. 30-4.

MANGALORE, 7-30 P.M.—Weather fair, wind N. E. S., S. W. Fall of rain 23 cents.

TUTICORIN, 5 P.M.—Weather fine, wind S. E., ther. 88, bar. 29-86.

VIZAGAPATAM, 5 P.M.—Weather clear, wind S. light, ther. 89.

RATES OF EXCHANGE ON LONDON.

Bank Bills on demand	1s.9 3-16d.	per Rs.
Do. at 3 months' sight	1s. 9¼d.	,,
Do. ,, ,, ,, ...	1s. 9 9-16d.	,,
Credits ,, ,, ,, ...	1s. 9 9-16d.	,,
Do. ,, 6 ,, ,, ...	1s. 9¾d.	,,
Documents ,, 3 ,, ,, ...	1s. 9¼d.	,,

COLONEL MOORE, V. C., has refused the offer of the appointment of Acting Assistant Cantonment Magistrate at Poona. The gallant officer desires, it is understood, to get the command of a regiment, but Sir Charles Staveley very properly declines to let military men who have stayed with their regiments be superseded by a Colonel who was once no doubt a good soldier, but who has been for the last ten or twelve years a mere civilian. It would not be fair to regimental officers that a man who gives up military service to get a valuable civil appointment should be allowed, many years afterwards, when he has lost that appointment, to come back and take a high command in the army as if he had been serving with his regiment for promotion all the while.

GENERAL KENNEDY is expected in Poona to-morrow, and will remain there a few days to wind up the business of his Bombay Secretaryship, and to take his family down to Madras.

A CHRISTIAN missionary has written a memorial to the Viceroy, and published in the *Bombay Guardian*, in which, in very strong terms, he speaks of the famine as a "chastisement" and a "token of Divine displeasure" for the sins of the rulers and the people. He alludes specially to the iniquitous traffic in opium and strong drinks; but it is difficult to see the force of the logic which connects spirituous drinks with the sufferings of the famine-stricken in Madras. As to the sins of "the peoples of the land," we are told, "it is very possible that their greatest crime in these days is their wilful rejection of the knowledge of the only true God and of His Son the only Saviour of sinners." If famine is a punishment unto the people for the "crime" of not embracing Christianity, how is it that many among the Native Christians in the villages in the Madras Presidency are suffering and dying of starvation? Famine is a physical catastrophe, and its cause must be traced in the physical, not the moral world.

A WRITER in the *Madras Times* finds fault with the Viceroy for travelling on the Sabbath day. A Calcutta editor replies, that it may be, with a clear conception of the calamity that now threatens Madras, Lord Lytton thinks he is doing God's work more really and acceptably in working hard for the famine-stricken millions over whom he has been appointed to rule than he could do even by going to church and listening to the most elaborate exposition of doctrine or ritual. The Pharisees will, probably, be complaining next of the running of grain trains on the Sabbath.

FROM what we hear from the Cuddapah district, says the *Madras Athenæum*, a very extraordinary type of administering justice seems to have set in, since the Government indiscreetly and indiscriminately invested special magistrates and famine relief officers with first and other class magisterial powers. We have some cases of this kind before us, and we need only at present quote one that bears out what we say. In this case Mr. Swan convicts a man of misappropriating certain cattle-pound fines, and sentences him to one year's rigorous imprisonment, and to pay a fine of Rs. 200. Mr. Nelson, the Sessions Judge, in disposing of it on appeal, places on record his opinion that the evidence for the prisoner is weak in the extreme, while it is more than counterbalanced by the evidence for the defence. After commenting on "the long and wholly unnecessary delay in disposing of the case," Mr. Nelson winds up:—"The attention of the District Magistrate will be requested to the practice that appears to prevail in the Joint Magistrate's office. I have never before heard of a clerk being permitted to write to another clerk on back of a record his view of the merits of a pending criminal case. If an irregularity so enormous is done openly and without concealment, what may not be done in the office secretly, and without the knowledge and approval of the presiding magistrate."

ACCOUNTS of dacoities and grain plundering reach us, says the Lucknow paper, from several quarters. A gomashta of one of the British Regiments in cantonments, who was importing a considerable quantity of grain from the districts, was compelled last week to stand by and submit to have his well-laden carts ruthlessly plundered, not far from Lucknow, by a gang estimated to number a hundred men. They made off with their plunder unimpeded, and doubtless will evade any police efforts to capture or bring the charge home to them to conviction, even if arrested; a most unlikely contingency under present circumstances. Highway robbery close to the station is also commencing. A case is reported to us of an engine-driver who was proceeding from the Railway to the Sudder Bazaar cantonments, the other day, about nightfall, when a party of half-a-dozen men waylaid him and actually stripped him from head to foot, making off with his clothes and such valuables and cash as he happened to have on his person. These outrages indicate very clearly that troublous times are in store as a famine concomitant, and it behoves the authorities to decide what precautions are to be taken to meet the difficulties with which not only the capital but the province generally is threatened, now that it seems an almost assured fact that something more than scarcity is most imminent, and must be confronted resolutely.

WE published yesterday the report of a case heard before the Chief Magistrate at Madras, in which the chief officer of the s. s. Kate was charged with criminal misappropriation of the sweepings of the ship. On the case being resumed for hearing, the defendant was convicted and sentenced to a fine of Rs. 200.

WE find the following sad intelligence in the *Neilgherry Courier*:—"We regret to have to notice the death of Mr. C. Fraser-Tytler, a young and promising planter, who came of a good Scotch family, and was part owner of a valuable property near Kartary. Mr. Fraser-Tytler has been in the country months, having come out, with his brother, to seek a fortune in coffee, and with that view purchased the well-known Thimaslay estate. He appears to have recently been out shooting, and contracted a malignant fever, which carried him off. The death occurred yesterday (Monday) morning, at Dyk's Hotel, and has cast considerable gloom over the society of the Neilgherries. What adds to the sadness of Mr. Fraser-Tytler's early death is the fact that he was engaged to be married, his wedding having been fixed for next month."

REFERENCE has been made in some recently published articles to a so-called loan of thirty lakhs by the Currency Department to the Bank of Bengal; and the wording of some of these articles appears to show that a good deal of misapprehension exists as to the exact nature of the transactions referred to. There has been nothing mysterious or even unusual in these transactions; but it may be as well to correct the misapprehension, by briefly indicating their bearing. Section 16 of the Paper Currency Act authorises the investment, upon Government Securities, of a sum not exceeding 60 million Rupees. At the beginning of September the published Returns of the Currency Department showed Rs. 5,69,32,466 so invested—leaving Rs. 30,69,534 to invest within the legal limit. This sum approximately—that is, thirty lakhs of it—was lent to the Bank upon its transferring Government Securities for the amount to the Currency Department. In other words, the Currency Department simply increased its investment up to the legal limit or thereabouts. Although the investment of these thirty lakhs is not intended to be permanent, it is for the present complete. Beyond the limit of 60 millions—which, it will be seen, has now been reached approximately—the Currency Department cannot invest any more money, unless the law be first altered; and it is more unlikely that any proposal to extend the limit of investment will be proposed at the present. The first thing to be looked to in the matter is the the absolute safety of the Notes which have been issued against the Currency reserve; and until the circulation shall largely and permanently expand, it is not believed that any further investment would be consistent with the perfect security of the Notes.

A FORGOTTEN story regarding an officer of a Madras Regiment stationed in Burma in 1840, is re-told by a Rangoon paper:—At the end of 1840 three officers belonging to the 31st Regiment of Madras Native Infantry, Captain Brett, Lieuts. Revel and Gibb went over from Moulmein to Martaban to shoot game. When 10 or 12 miles in the interior they were attacked by the villagers, and their arms were demanded from them which Revel and Gibb at once submitted to, but Captain Brett (now Colonel Brett, a settler in New Zealand) commonly named "Paddy Brett," a plucky and fiery Irishman, refused, and said he would shoot any man who attempted to take his gun. The Burmese suddenly from behind rushed in upon him, throwing him down on his face, and then tied his hands and feet together and carried him so bound to Martaban on a pole as they would a pig. Here the three officers were confined by the Martaban authorities. Application was made to the Burmese for their release, but without effect for some days. This so roused the soldiers of the 63rd Royal Regiment, to whom Paddy Brett was well known, that they were obliged to be confined in barracks, as they were determined to go over and release him. At last, they were released. Captain Brett vowed, however, that he would be revenged upon the Burmese if ever an opportunity occurred, which he had during the war of 1851-2. As Colonel Brett, he volunteered and came to Burma, and stationed himself upon a prominent point of the Irrawaddy, where he with his rifle pinked every boat that came within firing distance.

SAYS the *Examiner*:—Some attention should be paid by our newspapers to the sermons which are preached in certain of our most notable pulpits, if these have the human interest of certain that have been preached lately. Take, for example, one that was given on Sunday last in St. Paul's Cathedral, on the subject of "Prayer," by Canon Liddon. The Canon had actually the audacity to describe the material of some prayers as "resembling a leading article, although thrown into the unusual form of an appeal to the Almighty." Plain speaking like this deserves to be reported.

IT will be remembered by many, that the present editor of the *Calcutta Statesman*, a few years ago, when in Bombay, entered upon a vigorous crusade against the doctrine of eternal punishment as an article of the Christian creed; and with such remarkable persistency did he prolong his treatment of the subject, that some profane people said that he discarded the disagreeable doctrine for the purpose of soothing his own soul. Occasion is again given him, in Calcutta, to recur to the baneful question, by a lady who, in a letter which the editor publishes, objects to some harsh writing of his on the preachings of the Arabian Prophet—the feminine writer contending that there is no difference in the doctrine taught by Jesus and that by Mahomet on this painful subject. That the editor is still firm in his conviction that eternal punishment is not a Christian doctrine, will be seen by the following confident note which he appends to his fair correspondent's letter: "It is a mournful "business for Christianity that the doctrine of "Eternal Torments, or Tartarus, has got so "completely identified with it. The reader will "see that it *is the one blot* that our correspondent "makes out in the Divine Saviour's teaching. "But it is not in that teaching, as we long since "discovered for ourselves, and as the writer "of the letter will, if she studies the history of "the dogma, and the *original of the texts* on which "she supposes to teach it." What the lady wrote on the subject we quote:—

An article entitled 'the Death of Mahomed' which appeared in a recent issue of the *Statesman*, though interesting, excites an unpleasant impression, by the illiberal tone with which it is pervaded. The writer proceeds to draw a comparison between Mahomed and Jesus in their dying moments, dwelling with reprobation upon the anxiety of the former, even when the hand of death was on him, to despatch an army to attack the Christians of Syria. It is true that the prayer of Jesus on the cross for the pardon of his murderers is far more beautiful and touching, but Mahomed's anger was not for his personal foes. It was for the opposers of his doctrine, and whilst he chastised his enemies in this sense with the sword, it must not be forgotten that Jesus invented the eternal fire for the punishment of his. "The Lord destroy" the Christians and Jews!" cried Mahomed in his delirium and fever, two days before his death. The latest recorded utterance of Jesus after His Resurrection is, "Those that believe not shall be damned." These words, however, occurring in the spurious verse at the end of St. Mark's Gospel, it would not be fair to lay much stress upon them, were they not in harmony with one of the best attested portion of His teaching—the parable of the sheep and the goats, the "go ye cursed into everlasting fire." The doctrine of hell is not excluded from the religion of Mahomed, but it is not, as in Christianity, the keystone of the whole fabric; and if we are to choose between killing a man and burning him for ever, it is not difficult to decide which is the more merciful doom. That this was as plain to the "peace-loving followers of the Messiah" as to the fierce Moslem themselves, becomes apparent from the moment that they found themselves strong enough to act upon their convictions, and the rack, the thumb-screw, and the flames, the death by drowning, and the death by burial alive, demonstrate their zeal for conversion as plainly as the sword of Mahomed. When will controversialists learn that dogmatic religions persecute in obedience to a natural law equally common to them all? It is instinct in man—an instinct amenable to his barbarous, perhaps animal, origin—to make others do as he likes whenever he has the power. Dogmatic religion extends its sanction to making others think as he likes, if by any means it can enforce his conviction upon them. Indeed if you are sure that you possess the whole truth of God, the sole secret of escape from the terrors of His wrath, you will not think twice about cutting off your neighbour's nose and ears, or twisting his thumbs, or roasting the soles of his feet, so long as you are ignorant enough to believe in such means of imparting to him your own convictions; and should he prove obstinately impervious to your reasoning, you will equally, without hesitation, inflict upon him the worst form of death that you can think of, to prevent others from imbibing his opinions and following his example. It is not until civilization, by creating multitudes of interests, more engrossing to men, and of more importance—not than purity of life, but—than accuracy of opinion in matters incapable of proof, has choked with its discoveries and inventions, its development of commerce, its enlargement of the domain of science, the ferocious orthodoxy of barbarous times, that the logic of torture is silenced, and the instruments of persecution begin to rot and rust in those dungeons which they once perpetrated so many crimes. Yet the spirit of persecution, planted in dogma and cherished by the affection of priests, may yet be detected where civilisation is highest, by those familiar with its manifestations under all disguises. At home in England there are yet Church people who will not buy a roaf of cotton or a pound of cheese from a Dissenter's shop, and clergymen who will not admit a good honest housemaid into their service unless she has been confirmed. It may surprise these good people to be told, that in these petty persecutions they are actuated by one and the very same spirit which teaches the Turks to murder and mutilate the Bulgarian peasant to this very day.

SERVIA, after having been begging for a little loan in all the capitals of Europe for the last two years in vain, is unable to make the people pay the forced loan of last year for 12,000,000 francs (480,000). Up till now no more than 2,752,212 francs has been paid in. A decree has consequently been issued fixing Oct. 27, 1877, and Jan. 13, 1878, for the payment in full of the outstanding accounts. After then execution will be resorted to.

THE *Sportsman* of the 6th September states:—"We last night received the following intimation from Messrs. Weatherby:—'Chamant is struck out of the Doncaster St. Leger.'" The winner of the Two Thousand had been stopped some days previously in his work in consequence of a weakness showing itself in his near hock.

THE following account of the trial of a dwarf in Paris lately, on a charge of murder, is supplied by a home correspondent to the *Pioneer*:—

Crime is common enough in France. I know of no country where so many family murders occur. Husbands kill wives, and sons fathers, and sons-in-law, especially, mothers-in-law. A trial at the Court of Assizes of the Seine has this week made a sensation, and is still raising a debateable question. A humpbacked dwarf, named Arnold Dupont, killed his wife last June at the Boulevard Sebastopol bazaar. It was an awful business, as the little brute had spent his patrimony and the poor women's, and because she refused to share herself to feed his vices, he ruthlessly stabbed her in the throat with a great Spanish knife, and then threw her down, cut the carotid artery, and bled her to death like a calf. Every one went to see the wretch on trial. He merely reached to the bar which he pinched with his upright, crooked, and unnaturally long fingers. His body was that of a child, except for the great dorsal protuberance, but his head was that of a giant. The jury, who seemed terrified all through the trial, refused him the extenuating circumstances on which the wretch seemed confidently to build. He is therefore left for execution, having remarked with some pathos that he had been ill-treated by fate in being first brought into the world like a human frame, and then morally spoilt by a mother's silly affection, and finally ordered to be packed off out of life without a head. But the question is how the sentence is to be executed? Next to the question of whether Schlick is taken or not comes the query whether Arnold Dupont is "guillotinable" or not? Monsieur Bloch, the headsman, has gone to work like a man of business. Searching the records, he finds that five deformed beings have been duly beheaded in the last half century. Fieschi had a hump behind and a hump before behind. They put him, in 1831, on his knees on the scaffold as if to pray, and suddenly thrust his head into the lunette, and had it severed in the twinkling of an eye by the descending knife. Joseph Chapelain was another deformed little creature, four feet high whose head was thrust low down between a double hump. The headsman of the day at first said it would be impossible to find his neck. But, as the deformed creature had most cunningly and cruelly murdered his old aunt, who refused to listen to a criminal passion on his part, the Minister of the Interior was anxious to make an example of the culprit. An additional fee caused the executioner to make a more minute search. The neck was discovered, and, though the prisoner was a world too short for the plank, he was lifted up nicely to the loophole and his head and part of his immense chin were shaved off. M. Bloch, who at present does grave business of this kind, has vastly excited by finding that his predecessors had success in bunchback cases, and the day before yesterday, he said:—"If the Marshal leaves the little man for execution, I shall find his neck or die in the search, and I promise to do Dupont's affair to his own heart's content."

THE *World*:—Lovers of Hogarth will do well to visit Sir John Soane's Museum without much delay, and examine the pictures forming the series of 'The Rake's Progress,' as well as the four admirable paintings, 'An Election Entertainment,' 'Canvassing for votes,' 'The Polling,' and Chairing the Member.' The Election pictures seem in admirable condition, but a careful inspection of 'The Rake's Progress' fills me with alarm; for colour and tone, and in many instances treatment and expression, seem to be rapidly fading away. Mr. Sala, writing of Hogarth in one of the earliest numbers of the *Cornhill Magazine*, told us that the 'whites, grays and carnations *stand* in his pictures, and defy Time;' but an inspection of 'The Rake's Progress' does not, alas, confirm this. Indeed, familiar knowledge or a reference to the engravings is necessary to a full comprehension of the painter's meaning. Take the scene in the Bagnio, where the woman is squirting *aqua vitæ* across the table. In the engravings the action is easily understood; but in the painting, as it is to-day, it is puzzling, if not meaning, less; for the stream of fluid is scarcely visible, and the woman appears to be merely 'making a face.' This is but one example out of many, and if, as seems but too probable, these unfortunate conditions are the result of Time alone, an awkward question suggests itself as to the ultimate fate of other pictures painted by Hogarth. The Election series were all produced between 1755 and 1758, or some twenty years later than 'The Rake's Progress,' which was painted before 1735. Is this difference in age the sole cause of the sad difference in the condition of the two sets of pictures? It is unlikely that the latter series can have experienced aught but fair treatment; for during the last seventy-five years they have been in the hands, first of Sir John Soane, and afterwards of his trustees—Sir John buying them at Christie's in 1802. Hogarth kept 'The Rake's Progress' in his own possession for more than ten years after they were painted, when he sold them by auction. In 1755 they were the property of the eccentric and munificent Beckford, and were preserved from the fire at Fonthill in which 'The Harlot's Progress' was destroyed. It seems probable, therefore, that they have been properly cared for throughout. How did Hogarth's famous pictures were painted before 'The Rake's Progress.' 'Marriage a la Mode,' for example, which looks beautifully fresh and bright in our National Gallery to-day, was painted nine years later; and the question suggests itself, Is this, the finest of all Hogarth's works, according to Charles Lamb, doomed to gradual decay by the mere action of Time; and if so, are other of this great English painter's works liable, in their turn, to the same fate?

LOCAL CIGARETTES.

THE Hon'ble Mr. Justice Kemball is going home for four months leave. What fortunate men in the matter of vacations, holidays, and recesses the Judges and officials of the High Court are! Most fortunate of all are the Civilian Judges, who, by judiciously nursing their leave, and tacking it on to the usual vacation, are enabled to get four full months' leave to England on full pay: one month's vacation and three months' privilege leave—a chance open, I imagine, to no other official in India, high or low.

The Bishop of Bombay is getting over his attack of fever, I am glad to hear. Though most of us perhaps think his Lordship a mistake, we should be sorry to hear of anything serious happening to him. For his own sake, I hope that his illness will not necessitate his taking leave to Europe at present, as it is understood to be his wish to save up any long leave to enable him to attend the Pan-Anglican meeting of bishops which assembles early next year in England.

There were two rather amusing stories current last week about his Lordship—the one the offer by Government to him of the old Sailors' Home as an Episcopal residence, with its advantageous propinquity to St. Xavier's College; the other the puzzle the Postal authorities had in finding an owner for a letter addressed "Revd. L. Bombay," sent, as it afterwards turned out, as an answer to some communication from the Bishop which his Lordship had signed with his Episcopal signature.

There is a tempest in a tea-cup brewing in the Marine Lines. It certainly does seem absurd and wrong that while some officers actually doing duty with the regiments of Native Infantry in Bombay are obliged to live in the Victoria Hotel, or to double up in those wretched *chee bungla*, others, their more fortunate comrades, who have bungalows assigned to them, are allowed to make a very handsome profit by either sub-letting their spare accommodation, or by going away on leave or duty and letting their entire houses—not to their overcrowded or ousted comrades, but to a miscellaneous lot of brokers, cotton merchants, steamer agents, post office officials, and bankers. There is a rumour that the whole lines are to be reorganised; if so, let the reorganisation be thorough; the Marine Lines should be for the officers of the Garrison and for them alone: if the fortunate allottees of the houses have spare room, or are absent, they should not be allowed to let them except to officers.

So Major (by the way, he is not a Major till the 1st of next month) Sartorius has got to the seat of war after all—though I see by your paragraph, not, as he wished, as a combatant, but as correspondent of the *Daily Telegraph*. The only thing that seems queer is, that a reference to the Army List shows that Captain Sartorius is at home on "medical certificate." Now this implies that he must have been taken up before a Medical Board by one of the Presidency surgeons, who must have certified, upon his honour, and must have satisfied the said Board, that "a change to Europe was essentially necessary for the recovery of his health." We must congratulate the gallant Captain on the elasticity of his constitution (or of the consciences of his medicos), if, within less than three months after such essential necessity, he is able to stand the fatigue and wear and tear of such a life as war correspondent at Shumla.

How are the Bombay Volunteers getting on? Beyond a few very awkward squads on the Esplanade, near the Cooperage, and by the Town Hall, and beyond the occasional appearance at the Bunder and Gymkhana of a certain popular and long-moustacheoid Captain, we don't seem to see much of them. Have they settled on a full dress yet—is it to be scarlet, or kilts, or a little of both? *Apropos* of dress, I have one bit of advice to give them; they have decided on a plain but (with one exception) neat undress of white; but white uniform is only bearable when spotlessly clean: Now, I happened to meet one of them—a full private—returning from drill the other morning in a coaj the filthy state of which, had a real Tommy Atkins appeared in it, and had I been orderly officer, would certainly have entailed on T. A. three days' drill or confinement to barracks. *Verbum sap.* Let the Volunteers remember that although Bombay does not expect smartness in drill, &c., in a day, still she does expect the smartness of cleanliness.

The Boree Bunder terminus of the G. I. P. Railway is to be really taken in hand now under Mr. Stevens, lately acting Executive Engineer at the Presidency. None of the engineers belonging to the railway seems to have much architectural talent, so Mr. Stevens makes rather a good thing of it. He got an honorarium of Rs. 5,000 for his design and is now to get Rs. 1,200 or Rs. 1,500 a month to superintend its construction. This will give Bombay another noble building, but will it not peculiarly also give Government and every European in Bombay another pang of shame? Let me take a stranger round Bombay, let me with just pride show him its magnificent buildings, its Sailors' Home, its St. Xavier's College, its new School of Art, its Gooalidas Tejpal Hospital for *natives*—not to speak of the palatial Government offices—but what answer shall I give him if he ask what provision there is for the sick European? Dare I show him those filthy old barracks at Fort George, and tell him this is the only refuge in Bombay open to a friendless fellow-countryman if he fall sick far away from home? Do any of your readers know or can they imagine the horrors of the place where any of us may have to close our eyes in death? If not, let them ask the Presidency chaplains, or the surgeons attached to it. In passing from this sad subject, let me give a word of praise and thanks to those few ladies in Bombay who quietly, and in the name of our Master, try to soothe the sick or last hours of our fellow-countrymen by brightening those dismal wards with fresh flowers and kindly words.

A sad piece of news to end with—as I will notice—comes from Poona of the death there this (Tuesday) morning at 9 a.m. from brain fever of Colonel Baigrie, the Quarter-Master General. His epitaph it is not for me to write; and his services and his honours, are they not entered in the Army List? But truly, the Bombay Army has lost one of its greatest ornaments. Brave soldier, accomplished artist, ardent sportsman, true gentleman, verily his death leaves a blank never likely to be filled up in the rolls of this Presidency. AFGAN.

Bombay, Sept. 25.

THE UNPUNCTUALITY OF THE POONA TRAINS.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—I wish through the medium of your columns to call attention to the management of the G. I. P. Railway, or rather that of one particular train. The one in question, by which I was so unfortunate as to travel yesterday, leaves Poona at 10 a.m. and is supposed to arrive in Bombay at 7 p. m. Of course, I assumed there would be plenty of time for dinner on arrival, even allowing for unpunctuality; but the train, alas, did not reach Borce Bunder till near 9-30. In the first place we were started fifteen minutes late at Poona, then we were detained an hour and three-quarters beyond the proper time at Lanowlee, because there was no incline brake, or van, or engine, or whatever it is that is required to go down with; and further, instead of making up any time, we crept along losing another half hour on the road afterwards. Now, I should not have troubled you with my sorrows, viz., extreme hunger, entailing violent dyspepsia, dinner all over, &c., Sir, if this were an exceptional case, but on detailing my grievances to friends, I was received with much chaff as to my being such a fool as to travel by that train, "when everyone knows quite well it is never in before ten."

Habitual unpunctuality of this sort is unpardonable, and I write this, not on account of the personal inconvenience, but in the hope that publicity will effect an improvement: for surely the Agent cannot be aware of the state of things. I enclose my card.

Bombay, Sept. 28. A SUFFERER.

INDIAN NEWS-LETTER.

(FROM OUR OWN CORRESPONDENT.)

NASSICK, SEPT. 27.

THERE has been a heavy downpour of rain for nearly three hours, which has rejoiced all hearts, and it continues for a while only. The famine that threatened us will now be averted. While the bunnias are groaning, I see the people gazing to the skies and returning thanks to their Creator, and it is a pleasure to see the young and the old, the rich and the poor, in the streets revelling in the pouring rain and praising God. We must have had two inches of rain to-day.

BOMBAY.

A SALUTE of thirteen guns was fired from the saluting battery yesterday morning on the occasion of the arrival in harbour of H. M. S. Undaunted.

POSTAL NOTICE.—As on and after the 1st October next the B. B. & C. I. Railway Mail Train will leave Bombay at 8-30 p. m. local time, the following alterations in the hour of closing of Mails will have effect from that date:

For all post towns on the B. B. & C. I. Railway, in Guserat, Kurrachee, Sindh and Kutch—
Ordinary letters and papers, 7-30 p.m.
Registered letters and parcels, 4 p.m.
At the Branch Post Offices, 5-30 p.m.

THE following is the list of passengers per Italian mail steamer Persia, Captain F. Dodero, sailing on the 1st October, at 10 a.m.:—

For Genoa—Mr. G. W. Conray, Mrs. Conray, Miss Conray, Captain E. M. Cumins, Mr. Leicester, Major W. T. Baker, For Naples—Mrs. DeLima, two infants, and Mrs. DeGa.
For Suez—Mrs. Schultz, Master Schultz.
For Aden—Bai Jerbai, one boy and one infant, Mr. and Mrs. Heerjeebhoy Eduljee Mistry and one infant, Bai Dinbai and one infant, Bai Manockbai and one infant, Bai Soonabai and one infant.

COLONEL CHARLES MOYLE, Commandant at Asseerghur, arrived in Poona on Wednesday last, dangerously ill.

THE settling for the lotteries on the recent Champion Athletic sports will take place in the Gymkhana Pavilion to-day at 3 p.m.

WE learn that His Excellency Sir R. Temple, Governor of Bombay, has presented the Poona Camp Library with a donation of Rs. 50.

ASSAULT.—Yesterday, at the Girgaum Police Court, Mr. H. Brennon, an Inspector of the Municipality, was fined Rs. 5 by Mr. P. Ryan, on being adjudged guilty of committing an assault on Richard Carty, a sub-inspector of the same department.

SUICIDE.—A Coroner's inquest was held yesterday at the J. J. Hospital, on view of the body of a Hindoo woman who committed suicide by taking a dose of opium in consequence of an altercation having occurred between herself and husband. The quarrel arose out of his pledging a gold ornament without her consent. A verdict of suicide was recorded accordingly.

THEFT BY A SERVANT.—A Hindoo in the employ of John Haines, a carriage examiner in the G. I. P. Ry. Co. was yesterday convicted by Mr. Nana Morojee of stealing sundry copper cooking utensils and wearing apparel, on the night of the 26th instant, during the absence of Mr. Haines from his residence. The prisoner, who had been previously convicted on three occasions for similar offences, was now sentenced to two years' hard labour in the House of Correction.

THE *Pioneer* calls for unlimited supplies of ice to passengers on board P. and O. steamers in the months of August and September, when the temperature is unusually high and the heat dangerous to the lives of Europeans. That paper says, "On board the P. and O. steamer which last arrived at Bombay, a European died in the Red Sea of the heat. He was not a passenger—one of the subordinates in the engineer's department—but he had come aft, apparently to sleep on the quarter-deck, and in the morning was found lying dead. Incidents of the kind have happened before now on steamers coming down the sea in August and September, when the light breeze sweeps on with the ship, so that the effect on board is that of a dead calm. The intensity of the heat does not last more than a couple of days, but those two days can hardly fail to be a torment, and may be death. What is to be done for people who must come out just at the bad time? If the world has been so awkwardly laid out, in reference to the necessity of getting about it at all seasons, that people must navigate a sea that almost boils at a certain time of year, is it the fault of the P. and O. Company that they do not feel comfortable? No; but the P. and O. Company might do one thing, which at present is not done to mitigate their misery. The danger of apoplexy would at any rate be reduced to a minimum by the plentiful use of ice, but ice is not given to the passengers even on these occasions, in a way which would make it really a relief. What is iced for dinner (very imperfectly), and ice creams are given at luncheon; but this is a mockery. People driven below by the heat on deck—driven on deck by the heat below—faint and giddy with the heat, want big lumps of ice to put on their heads, lumps to put in a wash-hand basin, so that they may get some really cold water to refresh their faces with. Two tons for 100 or 200 passengers on board, of course this kind of thing would be impossible; but at the seasons when 100 or 200 persons travel at a time, the Red Sea is not heated up to its intensest fervour. In the two bad months a P. and O. ship may not perhaps have more than a dozen or twenty passengers; the ship which last arrived, and on which the death took place, had only eight. And only then would it be necessary to provide ice on a scale to render its abundant dispensation, during the two or three last days below Aden, a practicable arrangement."

THE POONA AND SHOLAPORE DISTRICTS.—We hear that the state of the crops generally throughout these districts is very promising, and that the rain has been falling almost the whole length of the railway line between Poona and Sholapore. The agriculturists are all very busily engaged in their fields, and the entire aspect of the country forms a marked contrast to what it has been for ten months past. The entire district of Sholapore seems to have been the most highly favoured, and the districts in the neighbourhood of Poona. We are very glad that they have such good prospects after such a time of distress.—*Deccan Herald*

ARRIVAL OF HER MAJESTY'S FLAG-SHIP UNDAUNTED.

H. M. S. UNDAUNTED, 8,039 tons, Captain H. W. Brent, arrived in harbour yesterday from Colombo, 22nd Sept., with Admiral Corbett, C. B., Commander-in-Chief of the East India Station, on board.

DIVINE SERVICE.

METHODIST EPISCOPAL CHURCH.

PUBLIC SERVICE will be held at the following places during the coming week:—

Falkland Road Hall, Byculla; No 3, Dean Lane, Fort; and Mazagon, on Sunday, 11 a.m. and 6 p.m.: Monday, 7-30 p. m. Thursday, 7-30 p.m. All persons are cordially invited.

PRICES OF GRAIN IN THE BOMBAY MARKET.

LIST of retail and wholesale prices of various kinds of grain prevailing in Bombay yesterday:—

Names.	No. of Pallies ₹ Rs.	₹ one Candy in Rs.
WHEAT—		
Khundwa	2½	45
Pisi	2½	56
Bunsi	2½	56
GRAM—		
Jumbosuri	3	33
Ghatí	2½	33
Surati	2	21
Kurrachee	2½	29
BAJRIE—		
Mulkapuri	2½	45
Kurrachee	3	39
JOWAREE—		
Barsi	3½	31
Surati	2½	56

Names.	No. of Pallies ₹ Rs.	₹ one Candy in Rs.
RICE—		
Jeerasal	2	56
Bengal	2½	54
Inferior quality	3	58
Patni	3	40 to 42
DOOLI—		
Nagpore	2½	39
Gungai	2½	36
Cawnpore	3½	36
MOTH—		
Catchee	2½	50
Kurrachee	2½	43
DALL—		
Surti Toor dall.	2½	56
Dry ditto. ..	2½	37
Gram dal.....	2½	43

4 seers make 1 pallie, 17 pallies make 1 phurn, and 8 phurns make 1 candy.

MARINE COURT OF INQUIRY.

LOSS OF THE SHIP FERONIA.

THE Marine Court, composed of Mr. W. Webb, Magistrate, Captain Henry Morland, John Gordon, Esq., and Captain George Gesch, the gentlemen appointed by Government to enquire into the circumstances connected with the wreck of the ship Feronia, off the Portuguese settlement of Diu, on the 23rd July last, reassembled yesterday at the Police Police Court and delivered their decision in the above matter.

The decision of the Court was read by the Chairman, Mr. W. Webb, and reviewed the evidence at some length. The latter portion contained the result of the inquiry, and is as follows:

"After careful and mature consideration of all the circumstances, we can come to no other conclusion than that the wreck of the Feronia, which was unhappily attended by the loss of three lives, was caused by gross carelessness and neglect of duty on the part of the captain Alexander Campbell, the master of that vessel.

We are also of opinion that serious blame attaches to Mr. Richard Brook Pugsley, the first mate, who appears to have performed his duties generally in a perfunctory manner, quite devoid of interest in the navigation of the vessel, and of the nature and direction of the

...ner goods, because the ...ay failed. At Patna and ... came to the aid of the East ... took some of the grain to the ...he Eastern Bengal Railway, and to

...lines, the Rajpootana is at present the ...portant, but the Punjab Northern promises ...both are in their infancy. The net profits ... Rajpootana have improved from 58,862l. in 1873, ...34,286l. in 1876. The total amount of goods carried was much the same, viz., 162,000 tons, but the receipts increased by 40,000l. The passengers in 1875 numbered 998,853; last year they were 1,295,597, and yielded 84,000l., as compared with 61,730l. It must be remembered that these results relate to the first whole year during which the line has been worked since its completion. It cannot but be regarded satisfactory that it should have yielded nearly 3½ per cent. per annum on an outlay of 2,500,000l. The Punjab Northern, also, has done well for its first year, both in passengers and goods. The number of the former carried was 701,427, and the weight of the latter 100,960 tons: the receipts from each being 25,662l. and 21,336l.

Some of the smaller State lines, such as the Oomrawuttee, Kamgaum, and Patri, also the Nizam's, are worked by the guarantee companies, under arrangements by which the companies do not derive direct pecuniary gain, but receive the benefit of the traffic brought to their lines.

The general results of last year's working show that the gross weight of goods carried was (including 72,514 tons by the Indus Flotilla) 5,871,690 tons, and the amount received for the conveyance of the same was 5,783,978l. During the previous year these amounts were respectively 4,388,650 and 4,698,506l., showing an increase of 1,483,040 tons in weight and 1,085,472l. in money. The East Indian main line alone exhibits an increase of 363,000 tons or 35 per cent., and of 435,623l., or 26·9 per cent., over the previous year; the expenditure being 61,880l. more. The Jubbulpore line, an increase of 74,480 tons and 36,000l. and 13,000l. in expenses. The Great Indian Peninsula shows also an increase of 253,300 in tonnage and 221,696l. in receipts, the expenditure being 125,000l. greater than the year 1875. The gross earnings from the conveyance on the Bombay, Baroda, and Central India Railway of 50,461 tons in excess of the previous year were 25,519l. more. The Eastern Bengal yielded an addition of 35,000; the weight conveyed showing an increase of 60,000 tons. On the Madras also the goods exceeded those of the year 1875 by 2000000 tons, the receipt therefrom being 200,000l. compared with 843,000l.

The famine in Southern India, where the area affected by the want of rain extends over 54,000 square miles, with a population of 8,000,000, has produced a very large grain traffic on the lines immediately connected with these districts, as well as on the East Indian and even the Punjab and Delhi. The railways in Madras were the means of conveying 310,957 tons of grain up to the end of March. Of this 146,254 tons were sent from Madras, and 35,000 were despatched in March alone. The locomotive power and stock at the command of the railway authorities were unfortunately inadequate. They had to borrow from other lines, and to indent on England for more.

I have no hesitation in saying that the recent development which has occurred in the merchandise traffic is due, in a great measure, to the more liberal scale of charges which has lately been adopted. Other causes, especially the famine, have contributed to produce this effect, but the chief one is the reduction in the rates for carriage. The policy of moderately low rates for the staples of the country may, I am glad to say now be regarded as one which has been generally accepted by the companies, and its encouraging results will probably lead to its further extension. The greater the traffic, the more the rates may, within moderation, be safely lowered; for by good management, with a large traffic, full train loads may be secured, and waste of carrying power will be avoided. The railway can then afford to carry at cheaper rates. These one reacts upon the other. Low rates produce traffic and a large traffic proportionately reduces working expenses and increases profits. The two leading companies, the East Indian and the Great Indian Peninsula, have acknowledged in their reports to the shareholders the success of their policy in lowering rates. The East Indian say, "it is this reduction of rates which has conduced so much to the late development of traffic." The Great Indian Peninsula also observe "that the modifications of charges which have been adopted are operating beneficially in aiding the development of the traffic."* The Scinde, Punjab, and Delhi Directors likewise congratulate themselves on the effect of lower rates upon their traffic; and the Agent of the Oudh and Rohilkund Company, when alluding to the changes made in the tariff for goods, by which considerable relief was given to the customer, observes that the results obtained "seem to indicate that the change was required and has been appreciated."

We have seen the effect of the judicious reduction of rates on the traffic of one important article of consumption and of exportation, viz., wheat. There is another worthy of notice. On the Eastern Bengal Railway the rate for the carriage of salt was reduced to the extent of from 25 to 33 per cent., according to the distance it was conveyed. The traffic for the year preceding the reduction amounted to 70,524 maunds. The traffic for one year under the new rates has been 421,976, or an increase of 600 per cent. Sir John Strachey has a strong belief that a very large proportion of the population of India do not obtain that full supply of salt which they would take if they could get it. The impediment to increased consumption is the price at which it can be obtained, and there can be no doubt that the charge for conveyance on most of that which is consumed has, on account of the distances which it has to be conveyed, more to do with the price than the cost of production and the Duty. The above confirms the correctness of Sir John Strachey's opinion. On the Rajpootana State line, however, from which there is a branch to Sambhur Salt Lake, the salt rates are twice as high as on the East Indian, and 2½ times higher than on the Oudh and Rohilkund.

There is one more example of the results of a liberal policy worth noticing. On the Oudh and Rohilkund line the classification of goods was revised, 255 items being transferred to classes where the charge was lower, and 107 items, consisting of valuable articles involving extra care and risk, to where the charge was increased. Terminal charges of two pies per maund were also abolished on all goods carried upwards of 60 miles, so that the public were benefited to a considerable extent in the aggregate. The result justified the changes. The amount of goods carried increased from 170 835 to 269,462 tons, and the gross receipts from Rs. 7,41,805 to Rs. 9,21,571.

The passenger traffic has not shown the same degree of development, or given the same indication of expansion as the goods. If it had not been for the visit of His Royal Highness the Prince of Wales in 1875-76, and for the Delhi assemblage, the preparations for which commenced towards the end of the year, the last two years would not have shown much increase in passengers. Trials have been made in one or two cases with reduced rates. The effect was to increase numbers, and, where sufficient time has passed to test the trial, to enhance receipts also, but not in the same proportion. Some disappointment has been expressed that the effect has not been more rapid, and a return to higher charges has been advocated as a remedy. I do not expect that a remedy would be found in this course, but rather the reverse. It is, of course, possible to go too low, but, taking into consideration the poverty of the people and the small value they attach to time, that point has not been reached by the two pies (½d.) per mile rate which is the lowest charge made. The comparative stagnation which appears to exist shows that some further inducement is required to tempt the mass of the people to use the railway more. The time has passed for using the argument that Natives do not care for moving about with ease and speed when they have the means and opportunity of doing so.

The total number of tickets issued last year to all classes (exclusive of periodical ticket holders) was 30,235,319, for an average mileage open of 6,592 miles, being 4,632 per mile. In the previous year the numbers were 26,779,437 for 6,298 miles, or 4,252 per mile. The receipts were 2,193,509l. from passengers in 1876, and in 1875 they were 2,083,932l. The receipts per train mile were the same in each year, viz., 5 78d. By far the greater bulk of the passengers were the lower classes. On most lines there are four classes, the two lowest being distinguished either as third and fourth, or intermediate and third, the fares being 4½, 3, and sometimes 2 pies. Out of the 30,535,319 who travelled last year, 29,641,237, or 97 per cent., consisted of the lower classes. 685,015, or 2·24 per cent., of the second class, and 209,065, or ·76 per cent., of the first class. The number of holders of season tickets increased from 17,490 to 20,437.

The number of miles travelled by trains of all descriptions was 21,609,411 compared with 17,950,312 of the previous year. The passenger train mileage was 3,664,354, compared with 3,908,029; the goods, 10,004,054 compared with 7,161,259; the mineral, 358,309 compared with 210,074; and the mixed goods and passengers 7,291,949, as against 6,333,465.

The ton mileage, i. e., the number of tons carried one mile, was 1,798,219,051, compared with 905,697,217 of 1875.

The expenses of working and maintaining the railways, excluding the Indus Flotilla, amounted to 4,226,966l., compared with 3,739,923l. of 1875. While the expenses were increased by 487,043l., the receipts were increased by 1,360,329l. The proportion per cent. of expenditure to gross receipts was 47, and in 1875 it was 50·64. On the East Indian it was only 31·95 for the Main line, but 48·96 for the Jubbulpore. On the Great Indian Peninsula it was 47; on the Madras, 64·38; on the Bombay and Baroda, 54·89; on the Scinde, Punjab, and Delhi, 67·35; on the South Indian, 53·72; on the Eastern Bengal, 46·55; on the Oudh and Rohilkund, 63·94; and on the Rajpootana, 64·39. The maintenance and renewals last year came to 1,031,358l., compared with 801,835l. of the previous year. The locomotive expenses were 1,149,742l., and the repairs and renewals of stock 103,819l. more than 1875, and the increase in the coaching and merchandise expenses only 6,053l. Considering the large addition to the traffic during the year, this is very creditable to the management. On some lines especially there was a marked improvement, and this is the more satisfactory as showing an honest and serious effort to secure an efficient administration and enlarged returns at a diminished cost. Although the East Indian Main line earned 500,000l. more than the previous year by the conveyance of passengers and goods, their expenses connected with "coaching and merchandise" was 1,752l. less. The departments in which increased expenditure took place were the "maintenance and renewal" and "repairs and renewal of carriages and waggons." The Great Indian Peninsula likewise exhibits an increase of 263,000l. in receipts, and a diminution of 10,000l. in expenses under "coaching and merchandise." It also shows a considerable improvement in the general cost of doing its work. While in 1875 it took 662d. to carry a ton of goods one mile, it only required 572d. to do the same last year. The East Indian still holds the foremost place as the most economically managed line, and shows that during the year it has made further advances in diminishing expenditure. In 1875 the average cost of carrying a ton of goods one mile was 524d., in 1876 it was only 253d., a result which I believe to be unexampled in the records of railway economies. That, in addition to good management, it has natural advantages, is apparent by the fact, that, under the same direction, the Jubbulpore branch of 224 miles presents returns of a less favourable kind. The results on the East Indian Main line, as compared with other lines is, in great measure, explained by the high average of the train loads. While the Great Indian Peninsula carried 88 tons in each train, and the Madras 52, the East Indian carried 132·7. The Bombay and Baroda carried 117, but their expenses are high, the cost of carrying a ton one mile being 675d., or more than twice that of the East Indian. The same remark applies to the Eastern Bengal.

The statements at pp. 36 to 43 provide statistical data from which other deductions, besides those already given, may be drawn. The tables, which, as usual, have been prepared by Mr. Rendel, and are given below, contain many interesting and instructive particulars, and enable comparisons of a very useful kind to be made between the usefulness and profitableness of the different lines.

Before leaving the subject of traffic and working, I should mention that Native coal is becoming more generally used. The East Indian Railway alone carried coal to the amount of 520,362 tons, and received for doing so 245,295l. Five years ago these respective amounts were 295,852 and 124,781l. A large portion of the increase arises from the supplies for the railways in the North-West Oudh, and the Punjab. The Warrora collieries are supplying portions of the Great Indian Peninsula system with coal at Rs. 5 per ton. It is supposed that the whole of the requirements of the Nagpore branch will be met from this source. Coal is also obtained from the Mhopani mines at 9 rupees at the pit's mouth, and from the Bengal collieries delivered at Jubbulpore, at 19 rupees. The average cost of English coal delivered at Bombay last year was 33s. An attempt was made to introduce Bengal coal into the Madras Presidency; but the lowest offer to supply it at Madras was at the rate of Rs. 21 a ton; and as English coal could be obtained at s price below this, viz., Rs. 12, it will be necessary to wait until some arrangement can be made by which the cost of bringing the coal by seafrom Calcutta to Madras can be reduced.

The scarcity of wood in Madras is becoming greater every year, and the importance of obtaining a supply of fuel at a moderate cost, therefore increases. I may here mention that one inconvenient effect of the use of wood fuel has lately been detected, but it would appear to be confined to wood from a particular locality, as no complaints have been made except with that obtained in Scinde. It was found that, in the locomotives running on the railway, the copper fire-box plates rapidly wore out. Specimens of the corroded metal were sent over, as well as several samples of the babool wood which was used. These were carefully analyzed by Dr. Watson, of Manchester, who reported that the rapid destruction of the plates was due to the presence of chloride of sodium (common salt) as one of the mineral constituents of the wood, that effect being increased in proportion to the height of the temperature at which the plates were exposed to the action of the gases. Inquiry is now being made as to the character of the soil and atmosphere where the trees were grown, in order to ascertain whether the saline ingredient in the wood may be traced to these sources.

The following Memorandum, which has been prepared by Mr. T. R. Watt, of the Great Indian Peninsula Railway, is interesting, as illustrating not only the value of cheap coal, but the effect upon its consumption of high and low average train loads in working.

Taking the weight of each passenger at 1 cwt., and including revenue stores carried free, the following results are obtained as showing the relationship between the quantity and cost of coal consumed per ton of freight carried *for the year* ended 30th June 1876 :—

	Great Indian Peninsula Railway.	E. I. Railway. Main Line.	E. I. Railway. Jubbulpore Line.
(1) Consumption of coal, per ton carried	Lbs. 160	Lbs. 121	Lbs. 114
(2) Tonnage carried, per ton of coal consumed	Tons. 14·2	Tons. 18·1	Tons. 19·1
(3) Cost of coal consumed, per ton carried	s. d. 2 5½	s. d. 0 4½	s. d. 1 2½
(4) Tonnage carried, per lt. of coal	Tons. 8	Tons. 56	Tons. 16

In connection with the comfort and safety of passengers while travelling on the railways, I may mention that, to guard against the spread of epidemic or contagious complaints, as likely to occur in India, and so commonly propagated through the assemblage of a large number of people at the stations and the crowds in the trains, orders have been issued with the view of organizing preventive measures. These chiefly consist of isolating those who may be found infected, and of supplying them with the necessary medical aid, and of using proper disinfectants.

SUMMARY.

It now only remains for me briefly to recapitulate the principal facts given in the foregoing pages.

There are now open in India 6,957 miles of railway, of which 479 were completed during the year 1876. Of this length, 767 miles are laid with a double line, 5,748 are constructed on the 5 ft. 6 in. gauge, and 1,462 on the metre gauge. The most important additions made within the year are those of the South Indian Railway, between Madras and Tuticorin, and of the Punjab Northern line between Lahore and Jhelum. The works on the Northern Bengal and the Indus Valley have been advanced considerably, and it is expected that portions of these lines will be opened during the present year. The line from Rangoon to Prome is probably by this time open for traffic.

The total amount expended on the railways to the 31st March last as regards the guaranteed lines, and to the 31st December as regards the State lines, was 109,364,867*l.*, of which 94,272,266*l.* consisted of guaranteed capital, and 15,92,602*l.* was raised by the Government for the State lines. During the year 1876 about 3,500,000*l.* was expended on the State, and 879,665*l.* on the guaranteed lines.

The revenue derived from the railways during the year was 4,564,823*l.*, of which 4,451,422*l.* was earned by the guaranteed companies. The amount advanced for guaranteed interest to these companies was 4,634,222*l.*, leaving a difference of 182,800*l.*, but 311,234*l.* of the revenue consisted of surplus profits from certain lines, half of which had consequently to be returned to the companies.

The gross receipts were 8,793,987*l.*, and the working expenses 4,229,156*l.* The receipts from passengers amounted to 2,646,570*l.*, from goods 5,655,238 *l.*, and from miscellaneous sources 483,232*l.*

Compared with the previous year, the revenue showed an improvement of 916,955*l.*, and instead of having to supply a net sum of 1,673,882*l.* for guaranteed interest, the Government had only to provide 588,467*l.*

The number of passengers carried was 30,535,319, with an average mileage open of 6,592 miles compared with 26,779,437 of the previous year, and a mileage of 6,298. The proportion per cent. of the first class was 76, of the second 2·24, and of the lower classes 97. The amount of goods carried was 5,871, 690 tons compared with 4,388,650 of 1875. The proportion per cent. of the gross revenue from passengers was 33·81, and from merchandise, including minerals, 66·16.

The expenses of maintaining and working the railways were 4,226 966*l.*, being 487,043*l.* more than the previous year, and 49·26 per cent. of the gross receipts. The East Indian Main line came to only 34 per cent., the Eastern Bengal 46·55, the Great Indian Peninsula 47, while the Scinde, Punjaub, and Delhi were 67·35, the Madras 64·38, and the Oudh and Rohilkund 63·94 per cent.

The lines have been well maintained, and the rolling stock and locomotives, to which considerable additions will have to be made, have been kept in good order.

A more liberal policy than hitherto is being pursued with regard to the management of the railways, and the traffic has been stimulated in consequence. Passengers are on some lines carried for less than a farthing a mile, and rates as low as a halfpenny per ton per mile have been charged, with good effect, for the carriage of grain, seeds, coal, and other staple products.

Concurrent with these measures for increasing traffic, well directed exertions have been made to ensure economical management. These double efforts have produced the satisfactory results just briefly stated, besides those other effects which a good example and a successful issue scarcely ever fail to bring.

The following figures, which are extracted from Mr. Rendel's tables show the relative position of the different lines in respect of the unit of profit :—

Average sums received, cost and profits per passenger, and per ton per mile.

Railways.	Passengers. Receipts.	Passengers. Cost.	Goods. Receipts.	Goods. Cost.	Profits. Each Passenger per Mile.	Profits. Each Ton per Mile.
	d.	d.	d.	d.	d.	d.
East Indian (Main) ..	·383	·15	·895	·255	·233	·640
East Indian (Jubbulpore Line)	·413	·18	·965	·41	·233	·555
Great Indian Peninsula	·376	·224	1·115	·52	·152	·595
Madras	·372	·196	1·135	·788	·176	·347
Bombay, Baroda, and Central India	·359	·252	1· 50[illegible]	·575	·107	·729
Eastern Bengal	·376	·121	1·[illegible]	·47	·183	·715
Oudh and Rohilkund..	·241	·111	·8 8[illegible]	·612	·130	·269

The trade and traffic of the past and present year would seem to show that an important movement has set in, which will greatly improve the commercial relations of India with this country, and tend to the advantage of both. It would hardly have been thought possible twenty years ago that a granary for England would have been found in the valleys of the Ganges, Jumna, and Indus. Notwithstanding their distance from a sea-port, we have seen during the last two years a rapidly increasing production of grain and seeds in the provinces watered by those rivers and a large export trade springing up. The demand has not ceased, this year has been enhanced by the wants of the famine-stricken districts of Southern India, but the significant fact still remains, that a considerable advance has been made in the export trade. In the year 1871 the exports of wheat and oil seeds were 248,522 cwt. and 3,382,447 cwt. respectively, of which 1,384,023 was sent to England. In 1876 the wheat exported amounted to 5,583,336 cwt., of which 4,537,208 came to this country, and the seeds to 5,614,817 cwt., of which 3,340,362 came to England. Five years ago the aggregate quantities of those articles carried on the different railways then open were 7,460,340 cwt. of grain, and 2,672 640 cwt. of seeds; last year they were 25,640,720 cwt., and 11,382263 cwt., being total of37,502,982 cwt., or 1,875,149 tons. [So long as the difference between the price in the English market and the un led cost of production, inland transit, and freight, is such as to leave a sufficient margin for a fair profit to the grower and the merchant, Indian wheat will find its way to England, and it seems probable that, with the facilities now afforded, a steady trade will be established. Railways have very instrumental in promoting this highly desirable movement, and it may be confidently expected that other products of the soil will, with increased advantages of conveyance and diminished cost of transport, find a European market.] When the fibre of Rheia were denied to us during the Crimean War, India stepped in and supplied us with jute, and has continued to do so, to an increasing extent, ever since. The same may now happen with respect to wheat, barley, &c. Other products will also appear in the market. A country with a soil and climate capable of producing corn, tea, and tobacco, as well as coffee, opium, sugar, indigo, and cotton, must possess powers which, with the assistance of regular and cheap transport, will be ready to meet any demand that may be made upon it.—I have the honour to remain, My Lord Marquis, Your Lordship's very obedient humble Servant,

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NOTICES.

THE INDIAN RAILWAY
TRAVELLERS' GUIDE
FOR AUGUST.
In presenting the August number of the INDIAN RAILWAY TRAVELLERS' GUIDE to the public, the Publisher would call attention to the careful revision which it has undergone. A considerable amount of information has been added, and the whole work has been brought down to date. Special attention is requested to the Tables of Through Rates and Distances from Bombay and to the Through Trains Tables. The whole of the matter contained in this month's issue has been completely reset in newer and better type, and the revision of the matter has been effected by a gentleman who has had special opportunities of acquiring information, and has himself travelled over the greater part of India.
Bombay Gazette Office, August 1877.

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